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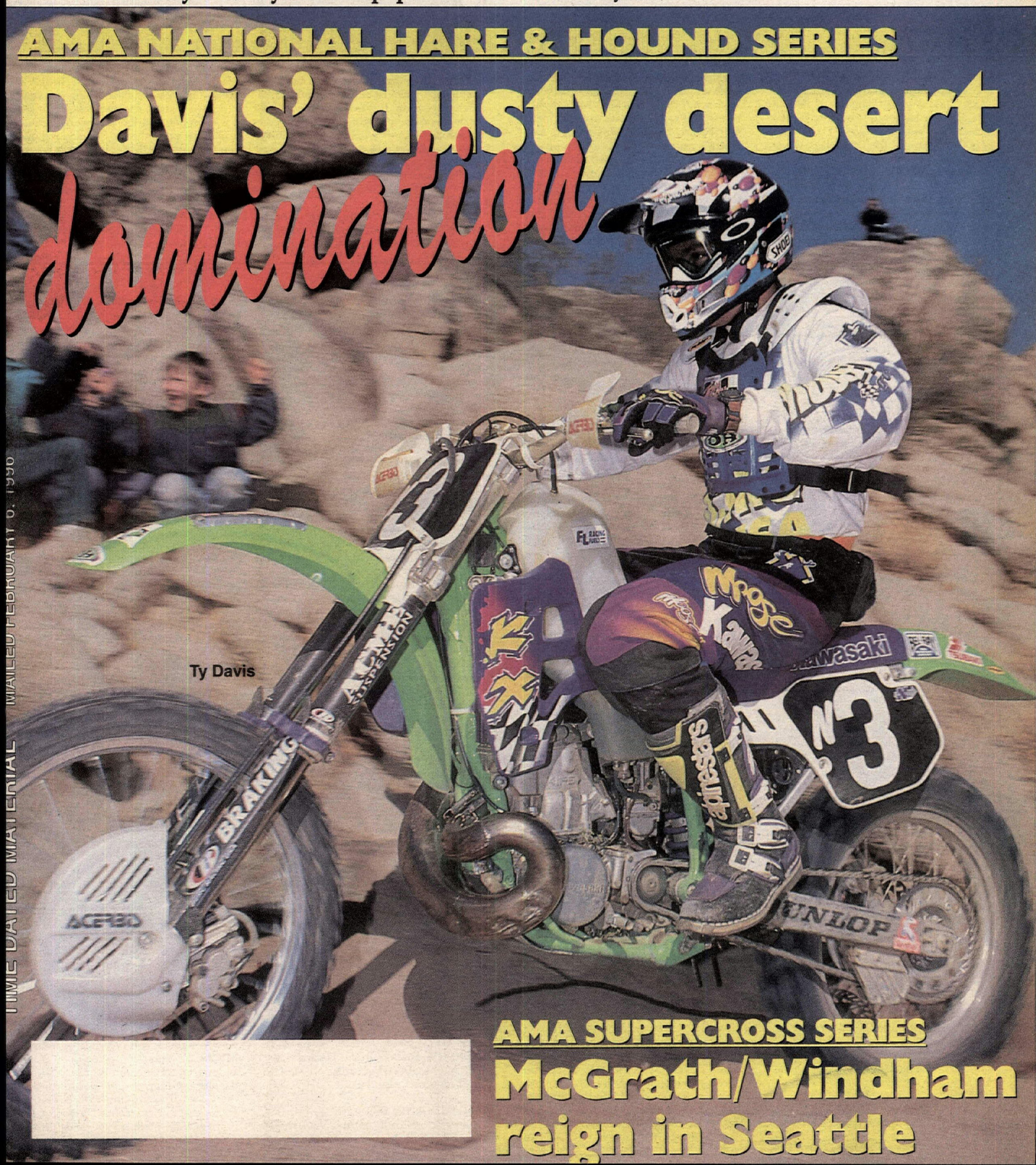

Ty Davis

AMA NATIONAL HARE & HOUND SERIES

Davis' dusty desert *domination*

AMA SUPERCROSS SERIES

McGrath/Windham reign in Seattle

TIME DATED MATERIAL MAILED FEBRUARY 8, 1996

Rodney Smith (Suz) won the opening round of the AMA National Hare Scrambles Series in Hollister Hills, California, on February 4, topping **Steve Hatch** (Suz). **Scott Plessinger** (KTM) was third.

An estimated 1800 entries were filled out for the 16th Annual Desert Vipers MC Adelanto Grand Prix in Adelanto, California, on February 3-4. Team Green's **Ty Davis** (Kaw) competed in five classes and won three of them. Davis captured wins in the Pro, 250cc and Open classes, and was leading the 125cc class before running out of gas. He was also out in front of the Four-Stroke class when his bike seized. **Dana Van Stee** (Kaw) topped the 125cc class, while **Todd Campbell** (Hon) went on to win the Four-Stroke division.

Vet Expert rider **Corky Krickbaum** died in the Adelanto Grand Prix on February 3 as a result of injuries sustained in a crash. Krickbaum was a District 37 and Vikings Motorcycle Club member.

Mike Kidd Promotions, the producers of the AMA-sanctioned **PJ1 Super Arenacross Series**, were forced to **cancel** round eight of the series, scheduled for Winston-Salem, North Carolina, on February 2-4, due to a massive ice storm which caused power outages throughout the city, including the Lawrence Joe Veterans Memorial Coliseum - the site of the race. "My entire staff, along with city and building officials, made every effort to try and salvage the event, but without power at the coliseum we had no choice other than to cancel the entire event," Mike Kidd said. "With four consecutive sellouts during the month of January, we have been fortunate to escape the severe winter which has plagued much of the country." The event was not rescheduled, therefore rider entry fees will be refunded and ticket holders should contact the LJVM ticket office at 910/727-2930, or a local Ticketmaster outlet, for a full refund.

Troy Bayliss (Kaw) won the opening round of the 1996 Shell Australian Superbike Series at Sandown Park in Australia on February 4. Bayliss rode the ex-Mat Mladin Kawasaki to a convincing win after **Peter Goddard** (Suz) crashed while challenging for the lead. **Shawn Giles** (Duc) ended up second in the first leg with former Malaysian Superbike Champion **Benn Archibald** (Duc) third. Bayliss topped his teammate **Martin Craggill** (Kaw) in the second leg, with Goddard ending up third.

American Suzuki has announced that the company will conduct a **safety recall** and modification campaign on **all 1996 RM125 and RM250 models**. Owners of such machines have been instructed not to ride their motorcycles until the cushion lever rod in the rear suspension has been replaced by an authorized Suzuki dealer. Suzuki has determined that hard impact to the rear suspension can lead to cracks forming in, or breakage of the pivot section of the cushion lever rod, leading to collapse of the rear suspension and reduced ability to control the motorcycle. In addition, the RM250 bikes must also have the kickstarter arm replaced, as some of the units have been breaking off. Owners are advised to contact their dealer to arrange appointments to have the necessary warranty service performed.

Anyone who purchases a new Kawasaki sportbike in 1996 will be entitled to take the **Penguin Racing School** at half-price, according to a press release issued by Penguin Racing Schools. This half price deal will also be honored for the two-day Pro School which is held just prior to the AMA Superbike National at New Hampshire International Speedway. For more information, call 904/795-8895.

Cycle News correspondent Daryl Flack reports that two-time World Champion **Michael Doohan** has been named the Australian Male Athlete of the Year after winning a poll of Mobil customers and readers of the Murdoch-owned newspaper, The Australian. Prior to Christmas, Doohan was named Australia's number-one sportsman by 30 sports journalists in Australia's Sports Weekly 1995 Roll of Honor. In both polls, Doohan was chosen over golfer Greg Norman, world boxing champion Kostya Tzyu and a horde of Australian cricket and rugby players. Before flying to his Malaysian test, Doohan led a rally of 15,000 motorcyclists to the Australian capital of Canberra on January 27, where leading two-wheel activists discussed a variety of road-safety issues with several politicians in an open forum.

Tadayuki Okada and Honda's 500cc V-twin GP racer ended up with the fastest lap times at the four-day, rain-interrupted IRTA preseason test in Shah Alam, Malaysia, held January 29-February 1. Okada lapped at 1:24.2 to top Michael Doohan's best lap of 1:24.4. **Luca Cadalora** was third-fastest on the Kanemoto Honda at 1:24.8. **Loris Capirossi** clicked off a 1:25.4 on the Marlboro Rainey Yamaha to lead **Norifumi Abe** (1:25.5), **Doriano Romboni** (1:25.6), **Carles Checa** (1:26.2), **Kenny Roberts Jr.** (1:26.8) and **Jean-Michel Bayle** (1:27.3). Roberts Jr. suffered a broken leg on the final day of the test (see Wind Box).

Michael Doohan wasn't overly concerned about not being the quickest rider in the Malaysian test, according to *Cycle News* correspondent Bernie McGuire. "Seriously, I'm not too concerned about any of the other riders," Doohan said. "I just have to concentrate on what I'm doing, and if I give my best effort, then there is no point worrying about the other guys. If they've beaten me, then I know I've given my best effort. Basically, I've just got to do my own thing and be the best I can. There are a lot of fast guys out there, but I've just got to put it out of my mind and do my own thing."

Doohan has again spoken out in regards to **weight limits** in 500cc GP racing, especially now with the new Honda V-twin and Aprilia 400 doing so well in preseason tests: "The 250 is surprising here at this circuit (Shah Alam), with the lap time between a 250 and a 500 being very small," Doohan said. "The biggest problem we have with a four-cylinder, at a circuit like this, is the weight. If we can reduce the weight of our machine, I'm sure we can go quicker. We don't need to redesign the motorcycle. We just need to pull the weight back off. We are going to run into the same problems as the Aprilias. In a race situation, it's not going to be as good as it is in a flying lap. It would be the same if you put a 250 in a 500cc race. For qualifying you get a clean lap and a good result, but in a race situation, where it is stop start and there are other bikes involved, it's not really the ideal weapon. If we all start racing twin cylinders, I think you will see the crowds dwindle. Sure the racing will be closer, if everyone is on the same bike. But it won't be spectacular. There will not be wheel-spinning. There will not be wheel-standing (wheelies). People will think, "I can do that on a Sunday when I go riding in the mountains.' Whereas a four cylinder is spectacular to watch."

Roberts Jr. hurt in Malaysia test

Marlboro Roberts Yamaha's Kenny Roberts Jr. suffered a broken right leg on January 31 after crashing his Yamaha YZR500 on the third day of a four-day IRTA test at the Shah Alam circuit in Malaysia. Roberts crashed early in the morning session on Wednesday and suffered breaks to both the tibia and fibula of his right leg. That afternoon, he and his team-owner feather, Kenny Roberts, Sr., flew back to California, where the younger Roberts underwent surgery to have the leg plated that night.

"I fell down and there was a loud crash," Roberts joked on Monday, February 5. "Actually, I was just running around five or six seconds off the pace trying out some different gearing. It was through a left-to-right, I gave it some gas and was looking at the next corner, the right, and it stepped out. I was on line and the tires were warmed up, so I don't know what happened. But it sure shot me up in the air. I've had it plated and screwed and they say it went well and I won't have any arthritis; and there was no damage to the joint. They say after the six to eight weeks of healing, I'll be okay to ride. That puts us right at the first Grand Prix. Right now I'm just thinking about getting well. Every World Champion I can think of has gone into a season hurt, so why should I be any different?"

With Roberts Jr.'s teammate Jean-Michel Bayle already having crashed on the opening day of the test, destroying one of the team's YZR500s, the team has withdrawn from its scheduled test session in Sentul, Indonesia, the week of February 5.

Honda Pons rider **Alberto Puig** didn't attend the Malaysian test after having further surgery on the left leg he broke last season. The Spaniard was operated on in Rochester, New York, just prior to Christmas, and is expected to test in Indonesia this week.

Loris Capirossi didn't hesitate to praise his new team owner, **Wayne Rainey**, during the Malaysian test. "I spent a long time with Wayne, staying at his home in California," the 22-year-old Italian said. "The dirt tracking in California has helped me a lot. It is just not possible to do that in Italy in the off-season. Wayne and I have the same feeling. I have spoken a lot with Wayne, and now he is my teacher." Capirossi has gained nearly nine pounds, thanks to a training regimen outlined by Rainey. "This is my first year with Yamaha," Capirossi said. "It is a factory bike, with full factory support. Last year I had little problems with Honda getting what I wanted, but now with Yamaha - when I ask for something, they say, "No problem.' This is very good for me."

One rider who was far from happy with his performance at the Malaysian tests was German **Ralf Waldmann**, who stormed away early from the test - disgusted with the performance of the 1996 Honda NSR250. "The Honda is shit," Waldmann said after lapping nearly two seconds slower than Aprilia's World Champion Max Biaggi.

Word has it that former National MX and Supercross Champion **Jeff Ward** has signed on to become a part of the Doricott Racing Indy Lights team. Ward will be teamed with Shigeaki Hattori in a two-car effort. Hattori, of Okayama, Japan, is a former Formula 3 and Formula Atlantic competitor. Ward and Hattori will compete in the 11-race Firestone Indy Lights which kicks off March 3 in Homestead, Florida.

Centerstand, the Southern California listener-sponsored, commercial-free, motorcycle talk show on KPFK 90.7 FM, can now be heard at 7 a.m. on Saturdays. The one-hour show, which is hosted by Margaret Fowler and Dick Miller, is now in its 15th year and is the only motorcycle radio show west of the Mississippi.

The Second Annual **AHRMA SoCal Motocross Series Awards Party** will be held on Saturday, February 10, at 2 p.m. at Trophy's Sports Grill in San Diego, California, just two miles from Jack Murphy Stadium, the site of the San Diego Supercross. Former AMA National Motocross Champion Marty Smith is scheduled to present awards to the AHRMA vintage racers. For more information, call 714/897-8265.

Sport Rider Magazine editor **Nick Ienatsch** is the scheduled guest for Sport Bike Night at America Live in Sacramento, California, on February 13. For more information, call 916/373-1557.

The AMA recently presented a check for $22,254 to the leadership of the **Northwest Motorcycle Association** (NMA) in support of the group's court battle to keep open a multiple-use trail in the Gifford Pinchot National Forest of Washington. The money came from the Northwest Trail Fund, established by the AMA to solicit donations for this legal battle.

The March 10 running of the **Daytona 200** By Arai will again be televised live on **The Nashville Network (TNN)**. The race is schedule to start at 1:30 p.m. Check your local listings.

A look through the Daytona 200 record book shows that the odds are against **Scott Russell** in his quest to become the only rider to win the race four times. The other members of the three-victory club - Dick Klamfoth, Brad Andres, Roger Reiman and Kenny Roberts - each collected a single win and then back-to-back victories. To secure a fourth Daytona 200 crown, Russell would also race into the record books as the only rider to win the Superbike Classic three consecutive times.

Rocky Agusta, son of Count Agusta of MV Agusta fame, competed in the Rolex 24 Hour at Daytona on February 3-4, co-driving a Callaway Corvette to third in the GTS-1 division and 13th overall. It was Agusta's first trip to Daytona as he is a regular in the European Grand Touring Series.

Pro Circuit owner **Mitch Payton** was also at Daytona to compete. Payton was scheduled to race in the 90-minute IMSA Endurance Challenge on February 2, but he encountered bad luck in both qualifying and the race. The team didn't get a qualifying time due to engine problems, and Payton was only able to complete two laps in the race after encountering the same problems.

The AMA has announced that **Teamline** has contracted for the name-in-title rights to the 1996 AMA 750cc Supersport Championship. Teamline will reward the series' top riders with a $10,000 championship bonus fund. Teamline markets official road racing apparel and merchandise.

Kevin Schwantz will drive his Pepsi Max Chevrolet Lumina in a NASCAR support event to the 1996 Australian Touring Car Championship on February 25 in Bathurst in Australia.

American Motorcycle Institute will continue its 20-year tradition of providing shop space to racers during Camel Motorcycle Week in Daytona Beach, Florida. The shop will be open to racers on a first-come-first-serve basis, beginning on Friday night, March 1 through Saturday night, March 9. The shop will be open from 5 p.m. to 7 a.m. daily. For more information, call 800/874-0645.

El Cajon Yamaha will provide former AMA National MX Champion **Marty Smith** with Yamaha YZs for use in his motocross schools. For more information, call 619/659-0273.

Harley-Davidsonís **Chris Carr** circulated under the lap record during a recent test at Moroso Motorsports Park in West Palm Beach, Florida. Carr and the VR1000 were under the lap record held by Rich Oliver. Sources at the test also said that **Thomas Stevens** was under both the 600 and 750cc Supersport lap records on his Kinko's Kawasakis. All the records, however, are unofficial.

Former AMA National Road Race winner and BMW Legend **Jody Nicholas** stopped by the *Cycle News* offices recently to let us know he is actively looking for employment in the motorcycle industry. Nicholas, who lives in Santa Ana, California, is hoping to land a position that would allow him to use his qualifications as a technical writer/editor. Nicholas would also like to race in the upcoming AHRMA Nationals at Daytona. He won two road race Nationals in 1963 and another in 1972, and he also won a season championship at Ascot Park in 1971, riding a Norton. For more information, call 714/730-9257.

Among those already entered in AHRMA's modern-bike classes for the March 4-5 Classics Days at Daytona International Speedway are **Scott Zampach** and **Andrew Stroud**. Zampach and Stroud will race in the BEARS race, with Zampach riding a Saxon-Triumph and Stroud on a Britten.

While **John Surtees** will not be able to attend AHRMA's Classics Days at Daytona, some of the notable names from the past include former MV Agusta racer **Gianfranco Bonera**, 15-time World Champion **Giacomo Agostini**, six-time World Champion **Jim Redman**, and six time-World Champion **Geoff Duke**.

Contrary to reports published elsewhere, former 250cc World Champion **Kel Carruthers** will not attend the AHRMA event at Daytona due to previous commitments. But **Gary Nixon** will. Despite not being mentioned in an advertisement run in an earlier issue of *Cycle News*, Nixon will again take part in the BMW Battle of the Legends at Daytona.

Winter Casualty Dept.: **Chet Burks**, of Chet Burks Productions, suffered a broken lower right leg in a fall on ice outside the firm's office in Marietta, Georgia, on Saturday, February 3. Burks says crutches won't slow him down and they should be history by the time his company begins its TV coverage of the 1996 AMA National Championship Road Race Series on Prime Network and Speedvision.

According to *Cycle News* correspondent Bernie McGuire, Yamaha engineers have bowed to the wishes of **Norifumi Abe** and have dramatically lowered the suspension of his Yamaha YZR500 to accomodate his unusual riding style. "I was getting very tired with the setup of the bike last year and have been asking for the bike to be lowered," Abe said. "Now that the bike has been lowered, I'm already feeling a lot less tired and I'm excited about how much better I can ride the bike." Abe is also using Michelin tires this year on the Marlboro Roberts bike: "Already I have noticed a big difference in the tires," Abe added. "I can stay out a lot longer on the Michelins and I think they're much better than the Dunlop, though I still need a lot more experience on them."

New Zealander **Aaron Slight** says he's ready to put the controversial signing of former Ducati rival and new teammate **Carl Fogarty** to his advantage this season. The new teammates recently concluded preseason tests in Malaysia. "Carl and I are in a team and we have to be sensible and put the past behind us," Slight said. "At the end of the day, we've both been hired by Honda to win the world title. Our relationship is definitely starting out on a professional basis and I hope the past can all be forgotten, but it will take time. I can only forget so much at a time." Slight, who finished third in the 1995 World Superbike Championship for the third straight season, is hoping to improve on that in '96: "After finishing third for the past three seasons, I'll have to move number three or someone may think I have a mortgage on the plate," Slight said. "I plan to win the title this year and I'm more determined than ever to achieve that goal. Having a competitive teammate like Carl is the reason I know I can win the title. I'm hyped up and the though of beating Carl will motivate me." Slight got the early-season jump on Fogarty, lapping the Malaysian circuit of Shah Alam at 1:27.13 - half a second faster than his British teammate.

NAMED: Graves Motorsports in Van Nuys, California, as a distributor for Ferodo Brakes. For more information, call 818/902-1942. Graves has also moved to 7645 Densmore Ave., Van Nuys, CA 91406.

AUTOGRAPH SIGNING: At the Vitonix booth in the expo area at the San Diego Supercross, on February 10, 4-5 p.m. Team Noleen/Yamaha/Sizzler's Kyle Lewis and Team Primal Impulse/Bill's Pipes/Honda rider Kim Askenazi are scheduled to appear.

AUTOGRAPH SIGNING: At Slo City Cycles in San Luis Obispo, California, on February 16 from 4 to 9 p.m. Team Green's Ty Davis, Donny Book, Kelby Pepper and Larry Roeseler are scheduled to appear. For more information, call 805/541-1741.

AUTOGRAPH SIGNING: At Roswell Fun Machines in Roswell, Georgia, on February 23 from 5:30 to 7:30 p.m. Team Honda's Jeremy McGrath and Steve Lamson, and Honda of Troy's Larry Ward, Mike Craig, Brian Swink and Mike Brown are scheduled to appear. For more information, call 770/442-8460.

NAMED: T.W.S. - USA Inc., in Ontario, California, as exclusive western regional importers for LEM mini cycles. For more information, call 909/391-3278 (voice) or 909/391-3525 (fax).

Ed Kretz Sr., 1903-1996

Former Daytona 200 winner and revered Indian wrecking crew member Ed Kretz Sr. died in his Monterey Park, California, home on January 30. He was 83.

One of the sport's most outstanding and successful racing personalities, Kretz was fondly known as motorcycling's "iron man." His racing career spanned almost three decades, during which time he amassed several regional and National championships. Kretz was an extremely versatile rider, garnering success on the oval tracks, TT courses and road race circuits of his time, earning him a ride with the Indian factory squad. He scored the first major victory of his career in a 200-mile road race in Savannah, Georgia, in 1936, and he ascended to the pinnacle of the sport with his victory in the inaugural Daytona 200, which was held on a 3.2-mile course on the sands of Daytona Beach in 1937. Kretz is also credited with three AMA Grand National victories: The Laconia, New Hampshire 100-mile road race in 1946; The Riverside, California 100-mile TT steeplechase in 1948; and the Langhorne, Pennsylvania, 100-lap mile the same year.

When the Indian factory struggled financially in the late '40s, Kretz switched to the Triumph brand and continued to remain competitive until his retirement. He competed in every Daytona 200 from 1937-59.

Kretz had been plagued by a series of strokes in recent months. He is said to have died peacefully in his residence of the past 50 years. He is survived by his second wife, Mary Kretz, and his son, Ed Kretz Jr.

Funeral services were scheduled for February 5 at the Rose Hills Cemetery in East Los Angeles. Kretz will be laid to rest alongside his first wife, Irene.

Bob Bagnall

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VOICES
Letters to the editor

McGrath - good guy

For everything bad you may read concerning Jeremy McGrath, this is my experience: Jeremy is a great person. When my kids and I first met him, it was at the Hangtown National in 1995. He took time to talk with us and take pictures and sign my kids' jerseys.

We ran into McGrath again at the Washougal National and again at the Anaheim Supercross. He was friendly and remembered us from our previous meetings. For those of you who haven't had the opportunity to meet him, I am sorry because you are missing out. I felt compelled to write because of the bad press he has been getting lately. On another note, to all at Team Honda, especially Wes McCoy and Gary Christopher - thank you so much for taking the time to give my kids a tour of the Honda headquarters and a chance to meet some of the great people at Honda.

Sandy, Tyson and Travis Enzweiler
Aptos, CA

McGrath - bad guy

It's kind of interesting to see people getting their hackles over this Jeremy McGrath thing. Here we had somebody pointing out the irony of a situation where a world-famous motorcycle racer, Jeremy McGrath, is supporting discrimination against motorcyclists (by purchasing a home in Canyon Lake). And the response is a vehement: "How dare you tell a guy where he can or cannot live!"

Well, I say nobody is telling Jeremy where to live. Rather, this is a matter of pointing out a simple fact. And besides, why should a law-abiding citizen be denied the right to operate his or her legally licensed vehicle (a motorcycle) on the same city streets that cars use in Canyon Lake? It doesn't matter who founded the place - be it Jeremy's great uncle, mother, brother, or the Easter Bunny (though I suspect that the town's founders probably didn't have motorcycle bans at the top of their list). The fact is, buying a home there supports this unfair policy. A guy like Jeremy could have purchased a home just about anywhere - it is unfortunate he chose Canyon Lake. Let's just hope that he doesn't decide one day that he'd like to go out for a ride, because he won't be able to do it there.

Kevin E. Redner
Quincy, IL

McGrath - good guy

As I read the first three letters in Voices (Issue #4, January 31), a thought occurred to me that I would like to share. In an age when legends of many sports are contracting AIDs, going to prison for rape, dying of steroid-related cancers, and suffering from many other problems, it bodes well for our sport that all we have to bitch about is whether our heroes live in a motorcycle-friendly community or not.

Motorcycling is truly the greatest sport on earth, and Mr. McGrath is at the top of the sport.

Steve Decker
deckers@cerfnet.com

That's it. No more letters about whether or not McGrath should live at Canyon Lake... Editor.

Less technical, more filling

I would like to commend the supercross promoters and the AMA for sticking to their decision to keep the tracks less technical. As a spectator (and racer) I felt the greater speeds and close racing was very exciting to watch. It seems to me the only people who are complaining are the riders who aren't winning. I'm sure Jeremy McGrath isn't complaining. Some riders are complaining that you can't pass. That's funny - I saw Phil Lawrence go from 14th to fourth in Minnesota.

Vincent Lo Presti
Huntington, NY

TV likes

Thanks for letting me know about ESPN2's coverage of the AMA Supercross Series. Not only are we getting a full two-hour telecast, we are also getting to see the races one week after they happen - unlike in years past where we had to wait several months. The racing and the coverage has been nothing short of excellent. I remember when I dreamed our sport would gain such coverage. And now my dream has come true.

Kyle Parks
Austin, TX

TV dislikes

We the readers and fans of motorcycling need the help of the print media in something very important to your subscribers: The decision made by Seals Communication, ESPN and ESPN2 to move MotoWorld and Supercross to ESPN2.

To the sponsors - Honda, Suzuki, Yamaha, and others - we miss your great commercials. Our local affiliate was called but said they had more requests to replace a channel with The History Channel. I like history, but don't take my *Cycle News* or MotoWorld. Help us get the word out. Give us back our MotoWorld.

Many felt coverage at a regular time would be better. Maybe so, but I have two VCRs ready to tape any time they are on. Prime time and regular hours mean nothing to those of us that have no ESPN2 or an opportunity to get it.

As an earlier writer pointed out, this is the death of MotoWorld. The faithful have been shut out.

M.P. Cassada
Danville, VA

J.D.'s parents

At least once a day my son told me - or I told him - "I love you". And along with that always came a big hug. It was a very special part of our day. If J.D. would become upset with his mother or father, he might be upset for a few minutes - then he would say, "Have I given you your hug today?"

I'm not going to tell you everything is all right, because it isn't. I miss my son so much that it tears my heart out to be without him. But everyday I return home from work in a hurry to find all the cards, letters and phone calls we receive from our motocross family and friends. Like Tony Haines' father, Parcell, was quoted as saying: "Once you have made a motocross friend, you have a friend for life."

I could spend all day telling you how beautiful, considerate and special J.D. was to his family and friends, but everyone J.D. knew has already told us that since January 7, 1996. I just wanted to say thank you to each and every sponsor, friend, and family member who has helped us to be strong and cope with this. We love you all!

As for J.D., we believe that he has achieved a much higher ride than what was available here. He now has a ride with God, and who could get a better ride than that? I just hope somehow that J.D. can let each and everyone of you know that God is true and heaven is real. That was the first thing he let me know after I lost him.

Please, no more tears - just cheers. Let's treat J.D. like the hero he really was and don't be afraid to ask him for a favor in your prayers - I have and he's answered all of mine.

Ed and Peggy Collins
Marion, OH

J.D. Collins was killed on January 7 while competing in the Florida Winter AMA MX Series in Ocala, Florida... Editor.

Letters to the editor should be sent to Voices, Cycle News, P.O. Box 498, Long Beach, CA 90806-0498, faxed to 310/427-6685 or e-mail, editor@cyclenews.com. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing. Anonymous letters will not be considered for publication. All letters should contain the writer's name, address and daytime phone number ... Editor.

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ON THE FRONT COVER

Kawasaki's Ty "Big Hare" Davis won the series-opening Hare & Hound in Lucerne Valley, California. Photo by Kinney "No Hare" Jones.

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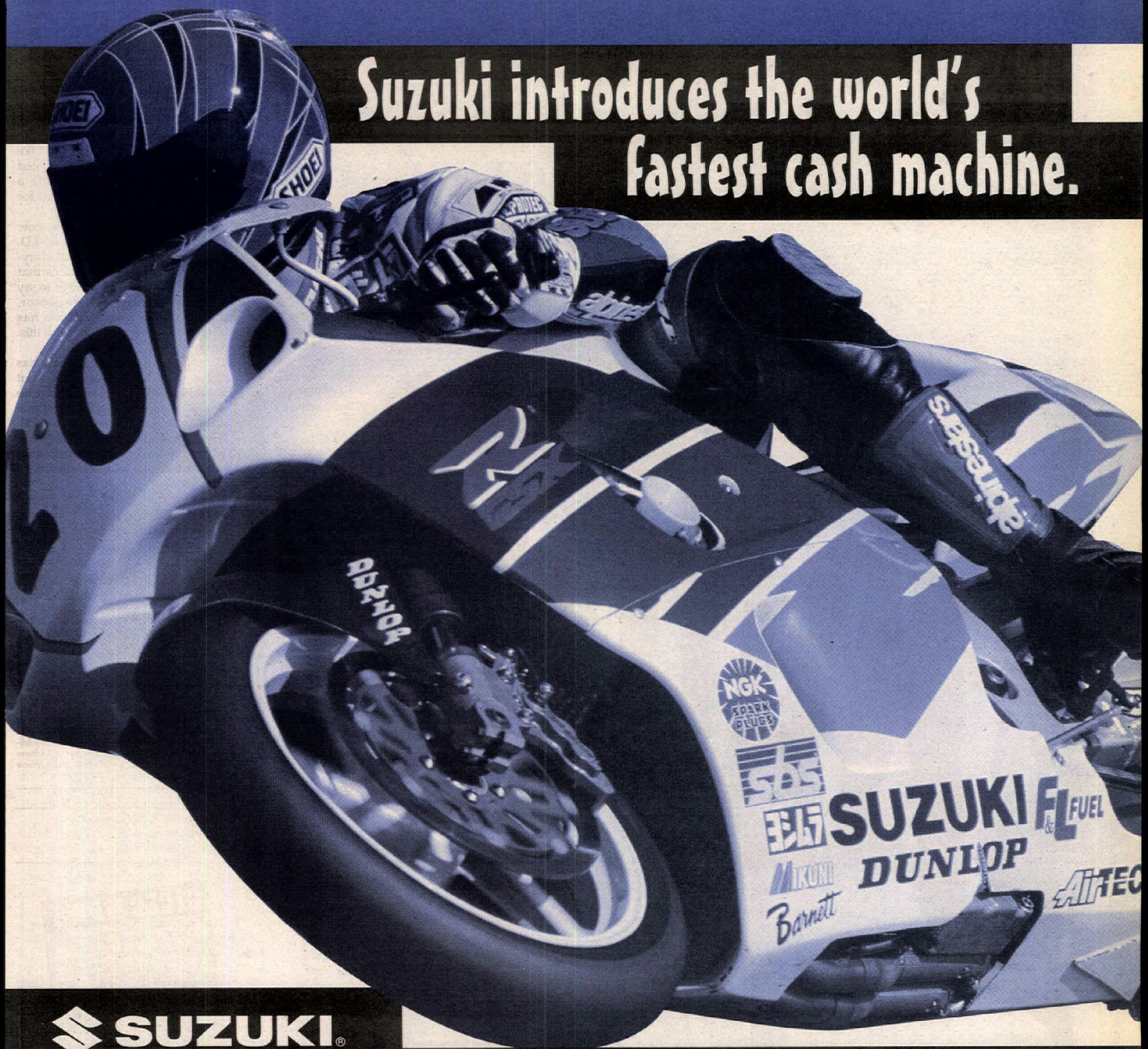

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Round 4: Seattle Kingdome

Dogfight

By Donn Maeda
Photos by Kinney Jones

SEATTLE, WA, FEB. 3

The finishing order at the Seattle Kingdome round of the AMA Supercross Series may have been no different than it was at the previous weekend's race in Anaheim, but the action in the Pacific Northwest was anything but the same.

For the second week in a row, Damon Huffman and Steve Lamson finished second and third behind the man expected to win it all - three-time Supercross Champion Jeremy McGrath. But this time, McGrath had to work for his win, and the race itself answered two important questions that die-hard supercross fans have been asking all year long: Can Jeremy McGrath still win if he gets a bad start, and what if Huffman got off the line even with him?

While Huffman suffered a midpack start and rounded the first turn about 10th, McGrath was nowhere near his usual position at the head of the pack and was actually two spots further back. A run-in with Yamaha's Jeff Emig about 15 feet out of the starting gate caused McGrath to bobble hard, and what followed was undoubtedly the best race of the still-young season. McGrath went to work quickly and sliced his way to the front of the pack by the halfway point, but Huffman latched on to the champ's rear fender as he went past and went to school.

"I think Huffman was watching my lines," said McGrath. "He saw where I was passing everybody, and I think that Damon learns fast."

Indeed, he does. Huffman brought the 38,259-strong crowd to its feet by pulling alongside McGrath on several occasions before finally passing him on lap 15. McGrath struck back quickly, but Huffman remained a thorn in his side for two more laps by returning the favor in the whoops - a section in which he was visibly faster than McGrath.

"He (Huffman) was faster in the whoops. That's where he got me," admitted McGrath. "I think his bike may have been working a little better than mine. But I had a couple spots where I was faster, like before the triples. It was good to race with someone, to scrap it out. It felt good."

In the end, however, a failing clutch and a stall in one of the track's many tight turns left Huffman momentarily powerless with three laps to go, allowing McGrath to escape with his 33rd career win.

"It was amazing," said Huffman, delighted with his ride. "That's the first time I've ever passed the guy - he goes so fast. I had to quit thinking about what was going on - you know, 'I'm chasing McGrath, and this is a supercross race' - and concentrate on my riding. My adrenaline was definitely going."

The race could be an important turning point in the Kawasaki rider's immediate future, and Huffman agrees.

"I know that I can go as fast as him now. All I have to do is act like he's just

(Opposite page) Damon Huffman (10) and Jeremy McGrath (1) engaged in a heated duel that brought the crowd to its feet. Huffman is the first rider to have seriously challenged McGrath in '96. McGrath eventually escaped with his 33rd career win. (Right) Larry Ward (6) led Mike Brown (9), Mickael Pichon (12), Brian Swink (23), Jimmy Button (100) and Ezra Lusk (34) through the first turn. Surprisingly, McGrath was mired at the start. (Below) Ezra Lusk (34) turned in the best finish of his 250cc-class career, finishing fourth. Steve Lamson (4) was third.

another rider," he said. "I mean, I know that he's *McGrath*, but hey... I'm *Huffman*!"

Reigning 125cc National Champion Lamson was third for the second week in a row, the Team Honda/1-800-Collect/Fox rider crossing the finish line some two seconds behind Huffman. After starting third, Lamson dropped back to fourth for a few laps before settling into the position for good. Lamson rode a strong, steady race that exemplified his textbook riding style.

"My chest is still hurting from my practice crash at Anaheim last week," said Lamson. "It was hard to breathe at the end, so I know that I still have some speed in me - I wasn't 100-percent tonight."

Rounding out the top five were two riders who enjoyed the best 250cc-class performances of their careers - Suzuki's Ezra Lusk and SplitFire/Pro Circuit/Kawasaki rider Mickael Pichon. Lusk ran as high as second and as low as fifth before settling into fourth, while Pichon gated seventh and worked up to fifth.

The only other rider to lead the pack across the finish-line jump all night was Honda of Troy/Sinisalo rider Larry Ward, the hometown hero who missed the previous two rounds due to a broken thumb. Ward snared the holeshot and pulled away from the field in the early going, proving that the short layoff and his recent change in machinery hasn't cost him any speed. But Ward lost the lead to McGrath on lap 10 and eventually faded to eighth at the finish.

"I've been training in the gym all along, but that's a lot different than actually riding a bike," said Ward. "I only have few rides on the Honda and I haven't really figured it out yet. I went fast for eight laps, but then I just got tired. It will come, though."

McGrath is four-for-four so far, and sits atop the series point standings with 100 points. Huffman took over second with 74, while Mike Craig - ninth in Seattle - is third with 60. Team Suzuki's Mike LaRocco entered the Seattle event in second, but a smashed radiator sent him to the sidelines early in the main event and he was credited with 19th. LaRocco dropped to seventh in the title chase.

In the Western Regional 125cc class, Team Yamaha's Kevin Windham appears to be evolving into the same dominant force that his two predecessors were. Just like McGrath and Huffman - the last two Western Regional 125cc Supercross Champions - Windham appears to have the field covered every time the starting gate falls. The likable teen stole the lead within the first two turns and raced on with an untouchable eight-second margin of victory.

"I'm just taking it one race at a time, but they do seem to be coming easier," said Windham of his third career 125cc supercross win. "I felt good out there, real confident."

Second went to SplitFire/Pro Circuit/Kawasaki's David Pingree, and Team Suzuki's James Dobb rounded out the top three finishers. Like McGrath, Windham enjoys a perfect score thus far into the series, and sits atop the field with 75 points. Dobb is second with 55, and Pingree, in third, has 52.

250cc

The first 250cc heat race saw Suzuki's Greg Albertyn grab the holeshot and lead Brian Swink, Huffman, Kyle Lewis and Damon Bradshaw off the line. The South African went on to lead a freight train of eight riders for the first five laps. Bradshaw was the man on the move in the back of the pack, and closed to Albertyn's rear fender by lap two. Bradshaw stormed past Albertyn on the fourth lap, but was surprised when the Suzuki rider struck back a few turns later.

The duo swapped positions once more before Bradshaw took over for good and went on to win with 10 bike lengths to spare, in spite of a near loop-out over the triples on the last lap. Albertyn held off the aggressive charges of LaRocco and Swink in the remaining laps. Bradshaw, Albertyn, LaRocco and Swink would head for the main, while the rest would try again in a semi. Surprise non-qualifiers included Huffman and Hughes, who finished sixth and eighth, respectively.

Kawasaki's Jeff Emig nailed down his first holeshot of the year in the second heat race and led McGrath, Lamson, Lusk and Great Western Bank's Phil Lawrence through the first turn. McGrath utilized a fast line that he'd found in the oddly spaced jumps before the triple jump to take the lead, and with that the race for first was over. Emig held on to second with ease, while Lamson and Lawrence rounded out the top four qualifiers who would go directly to the main.

Huffman and Hughes took control of the first semi right from the start, and the two fluorescent-green-Kawasaki-mounted riders easily outdistanced Xtreme/PJ1/Atomic 22/Burnsville Yamaha riders Jimmy Button and Shaun Kalos. Huffman then bobbled in the "dragonback" section, and that was all Hughes needed to pounce his way into the lead. Hughes went on to earn the win over Huffman, Button, Kalos and Noleen/Sizzler/Yamaha rider Kyle Lewis, who came back to grab the final qualifying spot after getting stuck in the starting gate.

Honda of Troy/Sinisalo riders stole the spotlight in the second semi, as Mike Craig, Ward and Mike Brown nabbed three of the four available tickets to the main. Brown holeshot and led for two laps before Craig took over and went on to the win. Only Suzuki's Lusk could ruin the "Dragon Wagon" party, working in between the HoT teamsters to steal second place. Ward was third, Brown fourth.

After crashing in his heat race and getting stuck in the gate in his semi, Pichon put it all together for the win in the LCQ. Team Chaparral's Brian Deegan rode on the bubble in second, but was stuffed out of qualifying position by a hard-charging Denny Stephenson. The Great Western Bank rider stayed in second behind Pichon and would round out the 20-man main-event field.

Round 4: Seattle Kingdome

All eyes focused on McGrath when the gate dropped at the start of the 20-lap main, and those watching saw him and Emig lock handlebars a few bike lengths off the line.

"We tangled pretty hard," said Emig. "Up until then, I was pretty stoked. I was about even with Jeremy, and I had been having trouble with starts all year long until tonight."

"Jeff came into me and I slammed into Lawrence on the other side of me," said McGrath. "Then I guess Phil ran into Bradshaw, or something like that."

While all of that banging was going on, Ward gained the advantage and thrilled his hometown crowd by leading the field out of turn one. Lusk, Lamson, Swink, Brown and Albertyn followed. Huffman was 10th, McGrath 12th.

"I looked over at the other side of the track when I jumped over the finish line, and I saw Ward leading Yogi and Lamson," said Huffman. "Then I knew that McGrath was behind me and I thought, 'Here we go. Now he won't run away.'"

McGrath began his journey toward the front of the pack immediately, and on the second lap stuffed his way past Huffman. That's when the schooling began.

"I watched how he was passing guys," said Huffman. "He just goes, zap, zap, zap. He catches them off guard, doesn't wait for an opening. He would surprise them, and I would sneak in there right behind him. I just kept telling myself not to let him get away."

Meanwhile up front, Ward rode flawlessly and immediately began to pull away from Lusk. The crowd cheered Ward on, hoping that he would duplicate his Seattle '90 win.

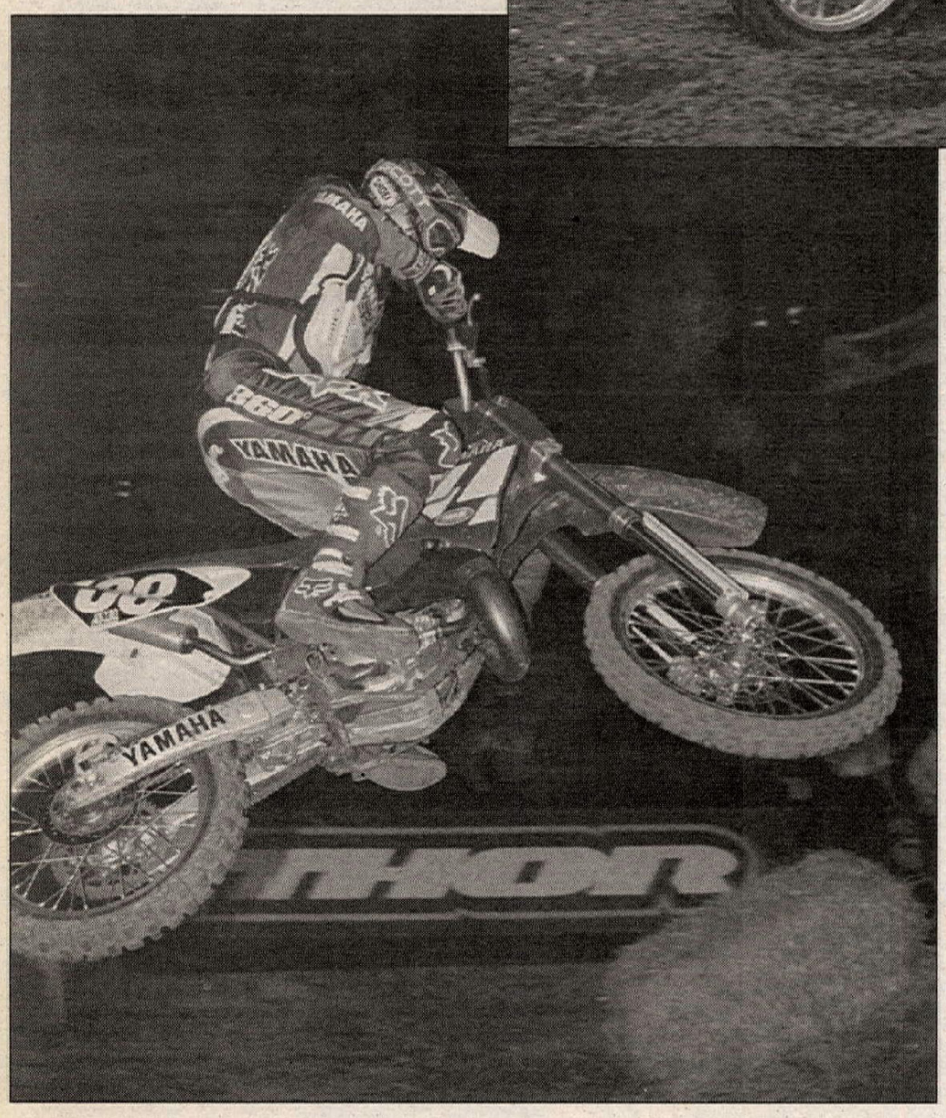
"I felt great out front, and I kept telling myself not to get excited," said Ward. "I knew that McGrath would be coming."

On the fourth lap, LaRocco pulled off the track after running as high as 11th.

"The radiator got smashed," said Suzuki's Ray Tetherton. "I guess Mike and Lawrence collided, and Mike's bike lost all of its water."

After hounding the RM rider from the get-go, Lamson took over second from Lusk on the seventh lap over the triples.

"He's a hard rider to pass," said Lamson of the former Eastern Regional 125cc Champion. "When you pass him, you really have to slam the door or he'll come right back on you. He's real defensive."



(Above) Hometown favorite Larry Ward grabbed the holeshot and led the first half of the race.
(Left) Yamaha's Kevin Windham earned his third-consecutive Western Regional 125cc main-event win with ease.

At the same time that Lamson took over second, McGrath and Huffman broke into the top five. It only took two laps for both of them to overtake Lusk, McGrath making his move before the triples and Huffman doing so in the "dragonback" section.

"I had a real good line before the triples," said McGrath. "I was really hauling ass there."

McGrath used his patented move before the triples to overtake Lamson on the next lap, and Huffman used the same move on the very next time around to move into third. Only Ward remained in front of them.

"I knew they were coming," said Ward. "I was getting really tired out there, and I was riding as hard as I could."

Still, Ward offered little resistance as both McGrath and a slightly out-of-control Huffman jumped past him in the "dragonback." This set the stage for the dramatic final seven laps, and the crowd was rewarded with an epic battle between the two leaders. Huffman gained time in the whoops and in the section following the first turn, but McGrath was faster before the triple jump. Huffman pulled alongside McGrath for the first time on lap 13, and passed the champ for the first time on an outside line in turn one on lap 15. McGrath worked back past before the triples, and that's when Huffman's clutch began to sour.

"The clutch started to get a lot of free play," said Huffman. "There was about an inch at the lever."

"Something went wrong inside," said Huffman's mechanic Brian Lunniss. "We have to tear it down to know for sure, but it held up all during testing. We practiced a lot of starts, and this track has a lot of hairpin turns in it that are hard on clutches."

Huffman passed McGrath once more in their next trip through the whoops, the Kawasaki rider passing McGrath with alarming speed.

"I was watching Jeremy, and he was making some mistakes," said Huffman. "That was neat to see him bobbling a little bit. Heck, that's the first time the guy has really been pressured in, what, five years? I got him in the whoops. I think he was having trouble there."

Once again, McGrath used his line before the triples to retake the lead, and the battle came to an abrupt end on the next lap when Huffman stalled in the first turn. Huffman restarted with time to spare, and went on to finish five seconds behind McGrath and two seconds ahead of Lamson.

"I saw Damon near the end, but there was no time to make a charge," said Lamson. "I knew that some great racing was going on between those two. I could hear the crowd."

Lusk flew home in fourth three seconds later, with Pichon at a safe distance in fifth.

"This is my best 250 finish," said Pichon, the reigning Eastern Regional 125ccc Champion. "I had a terrible night trying to qualify. I finally had some good luck in the main, but I was tired from all of the riding I had to do. Still, I'm happy with fifth. I am just learning this year. I will be ready for the 250cc class in '97."

Emig came next, only a few seconds behind the tiring Pichon.

"I clipped Jeremy big time and we both got crappy starts," said Emig. "He gets through the pack better than me, but I still felt pretty good. If my first 10 laps were as fast as my last 10, I'd be in there."

Hughes, Ward, Craig and Lawrence rounded out the top 10. Bradshaw was a disappointing 11th.

"I got hit off the start and just couldn't get my rhythm going," said Bradshaw.

125cc

Clawson Motorsports' Rusty Holland grabbed the holeshot at the start of the 125cc main event and led heat-two winner Kevin Windham, SplitFire/Pro Circuit/Kawasaki riders Casey Johnson and Pingree, and heat-one winner Dobb through the first turn. Windham cut under Holland in the second turn, took the lead, and waved goodbye to everyone as he immediately began to outrun the pack.

Windham's dominance was apparent from the get-go - his lead was two seconds on lap one, four seconds on lap three and five seconds on lap four. By the race's end, Windham had put eight full seconds between himself and the rest, and even had time to throw in two heel clickers for good measure.

"I got a so-so start, and I was surprised to come out of the first turn in such good position," said Windham. "Once I got out front I knew that I could do the triples every lap, and that was important on this track. I'm definitely enjoying being up front."

Johnson held down second for four laps while his teammate Pingree desper-

ately looked for a clean way around him. Pingree flew past over the triples on lap five, but by that point Windham was long gone.

"I was trying to get by Casey cleanly, but it took a while," said Pingree. "Kevin gets away so quickly that you can't afford to give him a chance."

Dobb sneaked past Johnson in the whoops on lap eight, but from that point on there would be no changes in the top three positions, as the Englishman couldn't run down Pingree. Greg Schnell also passed a tiring Johnson late in the race for fourth. CN

Kingdome
Seattle, Washington
Results: February 3, 1996

125 HEAT 1 (6 laps, top 9 transfer): 1. James Dobb (Suz); 2. Jeff Willoh (Hon); 3. Greg Schnell (Suz); 4. Casey Johnson (Kaw); 5. Rusty Holland (Suz); 6. Shane Trittler (Suz); 7. Kim Ashkenazi (Hon); 8. Donald Upton (Hon); 9. Cameron Taylor (Suz); 10. Larry Linkogle (Yam); 11. Scott Davis (Kaw); 12. Jason McCormick (Kaw); 13. Ryan Clark (Suz); 14. Carey Hart (Yam); 15. Roby Leach (Hon); 16. Ryan Terlecki (Hon); 17. Paul Timmins (Suz); 18. Vylam Nguyen (Suz); 19. Shawn Waring (Kaw); 20. Mike Metzger (Hon).
Time: 6 mins., 14.11 secs.

125 HEAT 2 (6 laps, top 9 transfer): 1. Kevin Windham (Yam); 2. David Pingree (Kaw); 3. Pedro Gonzalez (Hon); 4. Michael Brandes (Suz); 5. Ryan Huffman (Hon); 6. David Vuillemin (Kaw); 7. Tony Graves (Hon); 8. Jay Lamastus (Hon); 9. Travis Hodges (Kaw); 10. Aaron Whipple (Hon); 11. Chaun McAlister (Suz); 12. Steve Andrich (Suz); 13. Mat Bateman (Yam); 14. Terrance Malan (Suz); 15. Eric Wright (Suz); 16. Eric Graves (Hon); 17. Eric Vallejo (Kaw); 18. Jake Windham (Suz); 19. Tyler King (Hon); 20. Tohru Nakayama (Hon).
Time: 5 mins., 48.45 secs.

125 LCQ (4 laps, top 4 transfer): 1. Terrance Malan (Suz); 2. Ryan Clark (Suz); 3. Chaun McAlister (Suz); 4. Steve Andrich (Suz); 5. Aaron Whipple (Hon); 6. Vylam Nguyen (Suz); 7. Scott Davis (Kaw); 8. Ryan Terlecki (Hon); 9. Mat Bateman (Yam); 10. Eric Wright (Hon); 11. Paul Timmis (Suz); 12. Roby Leach (Hon); 13. Tyler King (Hon); 14. Eric Graves (Hon); 15. Jake Windham (Suz); 16. Carey Hart (Yam); 17. Shawn Waring (Kaw); 18. Larry Linkogle (Yam); 19. Mike Metzger (Hon); 20. Jason McCormick (Kaw); 21. Eric Vallejo (Kaw); 22. Tohru Nakayama (Hon).
Time: 4 mins., 26.51 secs.

WESTERN REGIONAL 125cc MAIN (15 laps): 1. Kevin Windham (Yam); 2. David Pingree (Kaw); 3. James Dobb (Suz); 4. Gregg Schnell (Suz): 5. Casey Johnson (Kaw); 6. Michael Brandes (Suz); 7. Pedro Gonzalez (Hon); 8. Kim Ashkenazi (Hon); 9. Rusty Holland (Suz): 10. David Vuillemin (Kaw); 11. Shane Trittler (Suz); 12. Jeff Willoh (Hon); 13. Donald Upton (Suz); 14. Ryan Huffman (Hon); 15. Travis Hodges (Kaw); 16. Tony Graves (Suz); 17. Ryan Clark (Suz); 18. Cameron Taylor (Suz); 19. Jimmy Lamastus (Hon); 20. Chaun McAlister (Suz); 21. Terrance Malan (Suz); 22. Steve Andrich (Suz).
Time: 14 mins., 7.65.

WESTERN REGIONAL 125cc SUPERCROSS SERIES POINT STANDINGS (After 3 of 7 rounds): 1. Kevin Widham (75/3 wins); 2. James Dobb (55); 3. David Pingree (52); 4. Greg Schnell (49): 5. Michael Brandes (42); 6. Rusty Holland (39); 7. Kim Ashkenazi (33); 8. Pedro Gonzalez (30); 9. David Vuillemin (29); 10. Casey Johnson (28); 11. Jeff Willoh (21); 12. Shane Trittler (18); 13. Travis Hodges (14); 14. Ryan Huffman (12); 15. Travis Preston (10); 16. Donald Upton (8); 17. Erick Vallejo (7); 18. Mike Chamberlain (6); 19. (TIE) Tony Graves/Mike Metzger (5).

250 HEAT 1 (8 laps, top 4 transfer): 1. Damon Bradshaw (Yam); 2. Greg Albertyn (Suz); 3. Mike LaRocco (Suz); 4. Brian Swink (Hon); 5. Kyle Lewis (Yam); 6. Damon Huffman (Kaw); 7. Mickael Pichon (Kaw); 8. Ryan Hughes (Kaw); 9. Brian Deegan (Hon); 10. Cory Keeney (Yam); 11. Shaun Kalos (Yam); 12. Jeff Matiasevich (Kaw); 13. Jeff Dement (Hon); 14. Masanori Enomoto (Kaw); 15. Shaun Wynne (Suz); 16. Billy Binkley (Yam); 17. Lars Larsson (Hon); 18. Jimmy Button (Yam); 19. Tommy Johansson (Kaw); 20. Mat Bateman (Yam).
Time: 7 mins., 34.13.

250 HEAT 2 (8 laps, top 4 transfer): 1. Jeremy McGrath (Hon); 2. Jeff Emig (Kaw); 3. Steve Lamson (Hon); 4. Phil Lawrence (Kaw); 5. Ezra Lusk (Suz); 6. Larry Ward (Hon); 7. Larry Brooks (Yam); 8. Michael Craig (Hon); 9. Buddy Antunez (Kaw); 10. Mike Brown (Hon); 11. Denny Stephenson (Kaw); 12. Jeff Heden (Suz); 13. Davey Castillo (Kaw); 14. Shawn Waring (Kaw); 15. Justin Tiearney (Yam); 16. Takateru Atsuta (Hon); 17. Tony Zacharias (Kaw); 18. Terry Hamness (Kaw); 19. John Dowd (Yam); 20. Lee Hogan (Yam).
Time: 7 mins., 26.70 secs.

250 SEMI 1 (6 laps, top 5 transfer): 1. Ryan Hughes (Kaw); 2. Damon Huffman (Kaw); 3. Jimmy Button (Yam); 4. Shaun Kalos (Yam); 5. Kyle Lewis (Yam); 6. Mickael Pichon (Kaw); 7. Jeff Matiasevich (Kaw); 8. Jeff Dement (Hon); 9. Brian Deegan (Hon); 10. Cory Keeney (Yam); 11. Masanori Enomoto (Kaw); 12. Billy Binkley (Yam); 13. Lars Larsson (Hon); 14. Shawn Wynne (Suz); 15. Tommy Johansson (Kaw); 16. Mat Bateman (Yam).
Time: 5 mins., 44.09 secs.

250 SEMI 2 (6 laps, top 5 transfer): 1. Mike Craig (Hon); 2. Ezra Lusk (Suz); 3. Larry Ward (Hon); 4. Mike Brown (Hon); 5. Larry Brooks (Yam); 6. Denny Stephenson (Kaw); 7. John Dowd (Yam); 8. Buddy Antunez (Kaw); 9. Jeff Hedden (Suz); 10. Davey Castillo (Kaw); 11. Takateru Atsuta (Hon); 12. Tony Zacharias (Kaw); 13. Terry Hamness (Kaw); 14. Justin Tiearney (Yam); 15. Shawn Warig (Kaw); 16. Lee Hogan (Yam).
Time: 5 mins., 45.26 secs.

250 LCQ: 1. Mickael Pichon (Kaw); 2. Denny Stephenson (Kaw); 3. Masanori Enomoto (Kaw); 4. Brian Deegan (Hon); 5. Jeff Matiasevich (Kaw); 6. Cory Keeney (Yam); 7. Jeff Hedden (Suz); 8. Buddy Antunez (Kaw); 9. Taketeru Atsuta (Hon): 10. Tony Zacharias (Kaw); 11. Justin Tiearney (Yam); 12. Terry Hamness (Kaw); 13. Billy Binkley (Yam); 14. Lars Larsson (Hon); 15. Shawn Wynne (Suz); 16. Mat Bateman (Yam); 17. Davey Castillo (Kaw); 18. Jeff Dement (Hon); 19. John Dowd (Yam); 20. Tommy Johansson (Kaw); 21. Shawn Waring (Kaw); 22. Lee Hogan (Yam).
Time: 5 mins., 47.77 secs.

250 MAIN (20 laps): 1. Jeremy McGrath (Hon); 2. Damon Huffman (Kaw); 3. Steve Lamson (Hon); 4. Ezra Lusk (Suz); 5. Mickael Pichon (Kaw); 6. Jeff Emig (Yam); 7. Ryan Hughes (Kaw); 8. Larry Ward (Hon); 9. Michael Craig (Hon): 10. Phil Lawrence (Kaw); 11. Damon Bradshaw (Yam); 12. Greg Albertyn (Suz); 13. Larry Brooks (Yam); 14. Kyle Lewis (Yam); 15. Brian Swink (Hon); 16. Denny Stephenson (Kaw); 17. Shaun Kalos (Yam); 18. Jimmy Button (Yam); 19. Mike LaRocco (Suz); 20. Mike Brown (Hon).
Time: 18 mins., 7.41 secs.

AMA SUPERCROSS SERIES POINT STANDINGS (After 4 of 15 rounds): 1. Jeremy McGrath (100/4 wins); 2. Damon Huffman (74); 3. Michael Craig (60); 4. Ryan Hughes (59); 5. (TIE) Steve Lamson/Phil Lawrence (57); 7. Mike LaRocco (56); 8. Damon Bradshaw (54); 9. Jeff Emig (51); 10. Brian Swink (41); 11. Ezra Lusk (40); 12. Kyle Lewis (39); 13. Mickael Pichon (28); 14. Greg Albertyn (27); 15. Mike Brown (24); 16. Larry Brooks (21); 17. Larry Ward (19); 18. Kevin Windham (14); 19. Denny Stephenson (13).

(Above) James Dobb raced to third in the 125cc main event aboard his factory Suzuki. The Brit is second in the series point standings.

Briefly...

Sonomish, Washington, native **Larry Ward** made his return to racing one week earlier than expected and was excited to be able to compete in his hometown race. Ward suffered a broken thumb in a crash at an off-season Spanish supercross in December, and he competed at the Orlando AMA Supercross Series opener before doctors finally detected the break. Ward expected to race for the first time at the February 10 San Diego Supercross, but was informed the Monday before Seattle that he could ride. "I was at the doctor's office and they wheeled in the thing they use to cut casts off," said Ward. "I expected the doctor to put another one back on, but he said that it was healing up fine and I might as well race." Ward, winner of the '90 Seattle Supercross, led the first half of the main event before tiring and dropping to eighth. Ward's employer, Honda of Troy/Sinisalo team owner **Phil Alderton**, was delighted with Ward's performance. "We are going to win a supercross this season," he declared. "I'm not saying which one of my riders is going to do it, but Honda of Troy is going to win this year."

Following the recent **Suzuki RM125 and RM250 recall** (see In the Wind), American Suzuki's Pat Alexander showed up at Seattle with a shipment of **replacement shock linkage** pieces for both models and **RM250 kick starters**. "We replaced the parts on about 50 bikes," said Alexander. "We had a shipment of 100 parts hand-carried over from Japan so that the riders at this event would be able to compete." Alexander was confident that the recall would be handled quickly and efficiently for other RM model owners across the nation.

With the recent neck injury of Robbie Reynard, **Team Primal Impulse/Bill's Pipes/Honda** has filled the spot left vacant by the fragile rider with seven-time Australian National Champion **Kim Ashkenazi**. Ashkenazi joins **Pedro Gonzalez** on the factory backed team, and Robert Reynard Sr. will wrench on the Australian's Honda CR125. In the 15-lap Western Regional 125cc main event, Gonzalez finished seventh and Ashkenazi was eighth.

Yamaha's **John Dowd** competed in the 250cc class at Seattle, even though he announced at the previous Anaheim round that he would save himself for the Eastern Regional 125cc events. "The thumb that I hurt at Minnepolis is getting better, so I figured that I would try to get some track time," he said. "It still hurts and I'm not 100-percent, but it was really hard to just watch at Anaheim last week." Dowd failed to qualify for the main event. The three-time 250cc National winner is tied for second with Suzuki's Tim Ferry in the Eastern 125cc point standings.

Western Regional 125cc class regular **Shane Trittler** showed up at Seattle with a set of **upside-down Showa forks** on his Suzuki RM125. "I had them left over from last year," he said. "They seem to work better in the whoops." Trittler ran as high as seventh in the main event and ended up 11th, two positions better than his finish at last weekend's Anaheim event.

All Japan National MX Champion **Jeff Matiasevich** was a surprise non-qualifier, finishing fifth in the LCQ after suffering a terrible start. For the second week in a row, Matiasevich pitted with the SplitFire/Pro Circuit/Kawasaki team, and during the opening ceremonies Matiasevich was introduced to the crowd along with team riders David Pingree and Casey Johnson. In spite of missing all of the '95 American season while he competed in Japan, Matiasevich found that he has just as many fans as ever. Only Jeremy McGrath and hometown rider Larry Ward recieved more applause.

And speaking of the **SplitFire/Pro Circuit/Kawasaki** squad, team rider **Chad Pederson** did, in fact, suffer a broken arm in his main-event crash at the Minneapolis round. Pederson is expected to be out of action for at least eight weeks.

The track at Seattle featured several "two choice" sections which incorporated jumps that were only half the width of the track. One such section was featured just before the finish-line tabletop and as a result, some riders jumped *on to* the table, rather than *over* it. This created some interesting action, but the most memorable incident over the jump belonged to Honda of Troy/Sinisalo's **Mike Craig**. After the finish line, racers were routed off the track in between two haybales, and in order to make the exit, riders needed to slow dramatically after the jump. At the end of the first heat race, seventh-placed Larry Brooks - who was one of the riders jumping *over* the finish-line tabletop - slowed and rolled over the jump in anticipation of the approaching track exit. Eighth-placed Craig, however, was using the optional jump to propel himself *on to* the finish-jump, and landed at high speed. In order to avoid rear-ending Brooks, Craig landed with his brakes on, swapped violently, and was spit off the side of the entire plateau, taking a few haybales with him. Craig was unhurt.

Team Smokin' Joe's Honda road racer **Steve Crevier** was on hand at the Kingdome, and the personable Canadian was as animated as ever while floor announcer **Larry Maiers** interviewed him. "I wish I could ride like these guys," he said. "Road racing is easy - all you do is hold the bike wide open and wait until you see Jesus before you hit the brakes. I used to root for Mike Kiedrowski when I was on Muzzy Kawasakis, but now that he's retired and I'm riding for Honda, I guess I'll root for Jeremy McGrath."

For the second week in a row, Team Honda/1-800-Collect/Fox's **Steve Lamson** crashed hard during practice, but recovered to finish an impressive third in the main event. "No, I'm not going to make a habit of going over the bars and landing on my head during practice," joked Lamson. Oddly enough, Lamson looked ultra-fast during practice at Orlando and Minneapolis, but finished poorly in the main events. Perhaps there's a new racer superstition on the rise...

During opening cermemonies, Japanese journalists **Shintaro Urashima** and **Naoyuki Shibata** engaged in what looked like some sort of martial arts excercises. Urashima, the editor of **Dirt Cool Magazine**, stood upstairs in the press box and caught the attention of Shibata, the magazine's chief photographer who was standing on the track next to the main triple jump. Urashima stood up and executed what appeared to be a karate kick, and Shibata mimicked his kick down on the track below. What was *really* going on? Urashima was simply telling Shibata to get a photo of Jeremy McGrath's parade-lap nac nac!

From the second-hand quote/shameless self-promotion department: According to Cytomax's Jeff "Iron" Montgomery, Jeremy McGrath declared, "Without Cytomax, I'm third," shortly after his come-from-behind win. Both McGrath and Kawasaki's Ryan Hughes are sponsored by Cytomax, an excercise and recovery sports drink.

Cycle News contributor **Davey Coombs** handled the trackside color commentary for the two-hour **ESPN2** coverage of the Seattle Supercross that will air on Sunday, February 11. Coombs is also the editor of **Racer X Illustrated**, a hip, West Virginia-based off-road motorcycle newspaper.

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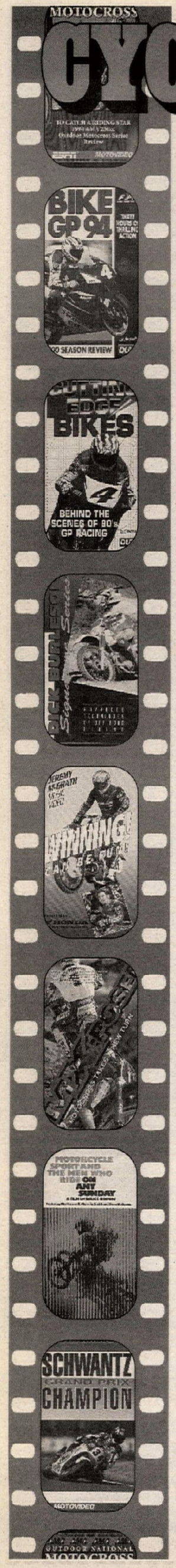

MOTOCROSS

(#7) The Evolution of Motocross
Gary Semics has put together the story of motocross' early days, highlighting 52 years of European and American racing. From the days when British dinosaurs ruled the roost to Jeremy McGrath on his CR250, you'll see it all in this 95 minute video from Gary Semics Video. **$42.95**

(#12) Dirt Devils
Roger DeCoster dissects some of the greatest MX battles: Axton '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; Mt. Morris '91 w/Stanton vs Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focus on techniques for starts, passing and some spectacular crashes. Narration by Larry Maiers; 60 minutes from Powersports Video. **$33.95**

(#65D) 1994 Motocross des Nations
After 13 years of winning the "Olympics" of motocross, the American team came up second to the British champs. You'll see how it happened in this 90-minute show from Motovideo. **$29.95**

(#65E) 1995 Motocross des Nations
Great Britain stopped the USA's winning streak in '94, but the strong Belgian team made 1995 their turn after a 15-year wait. See just how close Team USA came to taking it back. 90 minutes from Duke Video USA. **$34.95**

(#67) 1995 World 125cc MX Series Review
Follow the entire '95 World Championship MX Series, from the stifling heat of Italy to the nail-biting clincher in Germany when just 3 points separated dynamic Italians Puzar & Chiodi. 90 minutes from Duke Video USA. **$34.95**

(#68A) 1995 World 250cc MX Series Review
Belgium's Stefan Everts started as favorite, but received constant pressure from fellow countryman Bervoets, USA's Moore and Vohland, Italy's Bartolini, Germany's Beirer, and England's Nicoll. Highlights cover all 15 rounds, down to when the title was decided at the final in France. 90 minutes from Duke Video USA. **$34.95**

(#68) 1994 World 250cc MX Series Review
Highlights of all the rounds of the '94 250cc MXGP Series featuring Greg Albertyn, Stefan Everts, Donny Schmit, Yves Demaria, Marnicq Bervoets and Kurt Nicoll in their quest for the World Championship. 90 minutes from Motovideo. **$29.95**

(#69) 1995 World 500cc MX Series Review
Belgian Joel Smets changed to a 4-stroke Husaberg in '95 in the hope of winning his first world crown. But Louisiana's former 125cc & 250cc World Champion Trampas Parker had his own ideas. Could he really stop Smets? 90 minutes from Duke Video USA. **$34.95**

(#149) 1994 Budd's Creek 250cc USGP
Team Pepsi-Honda's Yves Demaria shocked the American MX fans when he won the U.S. round of the '94 250cc World MX Championship Series at Budd's Creek, Maryland. Demaria led a massive European revolt eager to beat the dominant Americans at their own round of the World Championships. 47 minutes from Motovideo. **$149.95**

(#150F) 1995 Gainesville AMA National MX
Round #1 of 250cc action from the sandy Gatorback Cycle Park track. 47 minutes from Motovideo. **$24.95**

(#151F) 1995 Sacramento AMA National MX
Round #2 of 250cc action from the 27th annual Dirt Diggers M.C. Hangtown Motocross Classic. 47 minutes from Motovideo. **$24.95**

(#153F) 1995 Mt. Morris AMA National MX
Round #3 of 250cc action from the 19th annual High Point National MX in Mt. Morris, Pennsylvania. 47 minutes from Motovideo. **$24.95**

(#154F) 1995 Budd's Creek AMA National MX
Round #4 of 250cc action from the Budd's Creek AMA National MX in Maryland. 47 minutes from Motovideo. **$24.95**

(#155F) 1995 Southwick AMA National MX
Round #5 of 250cc action from the brutally rough & sandy Southwick, Massachusetts track. 47 minutes from Motovideo. **$24.95**

(#156F) 1995 Buchanan AMA National MX
Round #6 of 250cc action from the 22nd Annual Red Bud Track 'n' Trail National in Buchanan, Michigan. 47 minutes from Motovideo. **$24.95**

(#157F) 1995 Troy AMA National MX
Round #7 of 250cc action from Kenworthy's MX in Troy, Ohio. 47 minutes from Motovideo. **$24.95**

(#152F) 1995 Unadilla AMA National MX
Round #8 of 250cc action from the infamous Unadilla circuit in New Berlin, New York. 47 minutes from Motovideo. **$24.95**

(#158F) 1995 Millville AMA National MX
Round #9 of 250cc action from the sandy & rough Millville, Minnesota track. 47 minutes from Motovideo. **$24.95**

(#159F) 1995 Washougal AMA National MX
Round #10 of 250cc action from the Washington's picturesque Washougal Motocross Park. 47 minutes from Motovideo. **$24.95**

(#160F) 1995 Binghamton AMA National MX
Round #11 of 250cc action from Binghamton, New York. 47 minutes from Motovideo. **$24.95**

(#161F) 1995 Delmont AMA National MX
Final round of 250cc action from Pennsylvania's Steel City Raceway. 47 minutes from Motovideo. **$24.95**

(#162B) '91 AMA Nat'l MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video. **$42.95**

(#162C) '92 AMA Nat'l MX Season Review
The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maiers; 90 minutes from Powersports Video. **$34.95**

(#162D) '93 AMA Nat'l. MX Season Review
Follow the highlights of the 1993 outdoor Nationals in all 3 classes, from Southwick, Gainesville, Sacramento, Mt. Morris, Unadilla, Buchanan, Glen Helen, Troy, Millville, Washougal, Delmont and Binghamton in the chase for the 125, 250 and last-ever 500 AMA National MX crowns. 90 minutes from Motovideo. **$24.95**

(#162E) 1994 AMA Nat'l. MX Season Review
Narrated by Larry Maiers, it's all here-highlights of the entire 1994 AMA 250cc National MX Championship Series. 60 minutes from Motovideo. **$24.95**

SUPERCROSS

(#301F) 1995 Orlando Supercross
Round #1 of 125/250cc U.S. Supercross Series action at the Citrus Bowl in Orlando, Florida. 47 minutes from Motovideo. **$24.95**

(#310F) 1995 Minneapolis Supercross
Round #2 of 125/250cc U.S. Supercross Series action at the Metrodome in Minneapolis, Minnesota. 47 minutes from Motovideo. **$24.95**

(#303F) 1995 Anaheim Supercross
Round #3 of 125/250cc U.S. Supercross Series action at Angels Stadium in Anaheim, California. 47 minutes from Motovideo. **$24.95**

(#312F) 1995 Seattle Supercross
Round #4 of 125/250cc U.S. Supercross Series action at the Kingdome in Seattle, Washington. 47 minutes from Motovideo. **$24.95**

(#304F) 1995 San Diego Supercross
Round #5 of 125/250cc U.S. Supercross Series action at Jack Murphy Stadium in San Diego, California. 47 minutes from Motovideo. **$24.95**

(#306F) 1995 Atlanta Supercross
Round #6 of 125/250cc U.S. Supercross Series action at the Georgia Dome in Atlanta, Georgia. 47 minutes from Motovideo. **$24.95**

(#307F) 1995 Indianapolis Supercross
Round #8 of 125/25cc U.S. Supercross Series action at the RCA Dome in Indianapolis, Indiana. 47 minutes from Motovideo. **$24.95**

(#302F) 1995 Houston Supercross
Round #9 of 125/250cc U.S. Supercross Series action at the Astrodome in Houston, Texas. 47 minutes from Motovideo. **$24.95**

(#309F) 1995 Pontiac Supercross
Round #10 of 125/250cc U.S. Supercross Series action at the Silverdome in Pontiac, Michigan. 47 minutes from Motovideo. **$24.95**

(#308F) 1995 Charlotte Supercross
Round #11 of 125/250cc U.S. Supercross Series action at Memorial Stadium in Charlotte, North Carolina. 47 minutes from Motovideo. **$24.95**

(#314F) 1995 Dallas Supercross
Round #12 of 125/250cc U.S. Supercross Series action from Texas Stadium in Dallas. 47 minutes from Motovideo. **$24.95**

(#313F) 1995 Cleveland Supercross
Round #13 of 125/250cc U.S. Supercross Series action from Cleveland stadium. 47 minutes from Motovideo. **$24.95**

(#311F) 1995 San Jose Supercross
Round #14 of 125/250cc U.S. Supercross Series action from Spartan Stadium in San Jose, California. 47 minutes from Motovideo. **$24.95**

(#315F) 1995 Las Vegas Supercross
Final round (#15) of 125/250cc U.S. Supercross Series action from the Sam Boyd Silver Bowl in Las Vegas, Nevada. 47 minutes from Motovideo. $24.95

(#325B) Airtime - Thrills of Supercross
A review of each round of the 1992 AMA Camel Supercross series as Jeff Stanton, Damon Bradshaw, Guy Cooper, Jeff Matiasevich, Jeff Ward and the rest go for the gold. 60 minutes from Motovideo. **$24.95**

(#325C) All Crossed Up
This review of the entire 1993 Supercross season sees the emergence of Jeremy McGrath as "the greatest Supercross rookie sensation" in history. Trying to achieve his own personal record, Guy Cooper tries all season for his first AMA Supercross win in his farewell tour of the series. 1993 also marks the final year for Damon Bradshaw, as he turns in his early retirement. 60 minutes from Motovideo. **$24.95**

(#325E) Lightning Strikes Twice
A review of all 15 Coors Light Challenge rounds of the 1994 AMA Supercross Series as Jeremy McGrath steamrolled the 250cc class on the way to his second consecutive title. Also includes highlights of Eastern and Western 125cc rounds. 60 minutes from Motovideo. **$24.95**

(#325F) Supermac Attack
From Orlando to Las Vegas, follow Jeremy McGrath as he collects his third consecutive AMA-sanctioned U.S. Supercross Series championship. Includes highlights of 14 rounds with behind the scenes profiles on how it all happens. 60 minutes from Motovideo. **$29.95**

TOURING AND ROAD RIDING

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991 50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design. **$22.95**

(#213) The Roads of Colorado
Actual footage of selected roads and points of interest throughout Colorado. This video makes an ideal tool for anyone planning a motorcycle trip through the Rockies. 90 minutes from L&M Productions. **$29.95**

(#220) Redline America
Enjoy a sport-touring rider's-eye view discovering the United States best motorcycling roads. See the Blue Ridge Parkway, Kodachrome Basin, Death Valley/Mt. Whitney, Yosemite, California's Highway 1 and 130, Washington Cascade 20, Needles Highway Route 87, the Badlands of South Dakota, and more. 40 minutes from Redline America Video. **$34.95**

ROAD RACING

(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video. **$39.95**

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo. **$24.95**

(#78C) '91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video. **$24.95**

(#78D) 1992 GP Review
Wayne Rainey becomes the first rider since Kenny Roberts to win a third-consecutive 500cc GP World Championship as he assumes the title again in this review of the 1992 500cc GP Series. 3 hours from Duke Video USA. **$49.95**

(#78E) 1993 GP Review
A complete 3-hour video detailing the entire 1993 FIM 500cc Grand Prix Road Racing Series. Follow the triumph and heartbreak of the season with the top GP players including Mick Doohan's amazing comeback, Kocinski's triumphant return to the premiere 500 class, Wayne Rainey's triumph and tragedy, and the crowning of Kevin Schwantz for his first-ever World Championship. All 14 rounds are here - don't miss this great season review. 180 minutes from Duke Video USA. **$44.95**

(#78F) 1994 500cc GP Review
3 hours of terrific 500cc GP action in a memorable season of tough, exciting and dramatic racing. All 14 rounds are covered with extensive camera footage filmed from the air, the track, and on-bike with the top riders. 180 minutes from Duke Video USA. **$49.95**

(#78G) 1995 500cc GP Review
A battler from Brisbane becomes the most successful Australian rider of all time, a Texan hero bids a sad farewell to GP racing, a Superbike sensation from Georgia makes his 500 GP debut...see all the drama and outstanding performances in this official round-up of all 13 rounds of the '95 500cc GP season. 180 minutes from Duke Video USA. **$49.95**

(#79F) 1994 125/250cc GP Review
Watch all the 1994 250cc GP highlights in 90 sensational minutes plus the best of the 125s in 30 minutes, all in one brilliant tape; 120 minutes from Duke Video USA. **$39.95**

(#79G) 1995 125/250cc GP Review
2 hours of close-fought World Championship road racing featuring all the 250cc rounds and the best action from the 125's. Biaggi defends his crown against Harada & Waldmann while teenage star Aoki holds off Perugini, Sakata & the rest in the 125's. Includes plenty of on-bike camera footage. 120 minutes from Duke Video USA. **$34.95**

(#81A) '90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from GP Video. **$33.95**

(#81B) '91 Laguna Seca US Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video. **$14.95**

(#81D) '93 Laguna Seca US Grand Prix
John Kocinski raced the factory Cagiva to glory over Lucky Strike Suzuki's Alex Barros and Marlboro Roberts Yamaha's Luca Cadalora, confirming a straight flush of five American 500cc GP class winners at the California circuit. 55 minutes from Motovideo. **$14.95**

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video. **$33.95**

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video. **$34.95**

(#94C) 1992 Isle of Man TT
Fabulous racing in fabulous weather, a host of lap and race records and all the best action on and off the track are captured in this full length video review of TT '92. 115 minutes from Duke Video USA. **$42.95**

(#94D) 1993 Isle of Man TT
This action-packed video follows the champions of the Isle of Man on this 86th running of the TT. Unsurpassed race footage plus on-board cameras on bikes and sidecars put you in the hot seat! For the first time, we show on-screen RPM & speed data from one of the leading RVF Hondas. 100 minutes from Duke Video USA. **$42.95**

(#94E) 1994 Isle of Man TT
"The 11th Milestone"-Hundreds of entries from 19 countries, thousands of fans gathering on the Isle of Man from all corners of the globe, record-breaking race action - you'll see it all in this long-version 120 minute tape from Duke Video USA. **$42.95**

(#94F) 1995 Isle of Man TT
Record-breaking action from the road racing capital of the world on the official video of the Isle of Man TT. 72 minutes from Duke Video USA. **$34.95**

(#76) Rainey's Year - The Inside Story
Triple World Champion Wayne Rainey recalls the challenges, memorable moments and dramas of his 1992 season. From preseason testing to relaxing at his new California home after the final race, this video traces every stage of his difficult year. 75 minutes from Duke Video USA. **$34.95**

(#103A) Kevin Schwantz - World Champion
The terrific Texan finally acheived his goal in '93 after a tough season of highs and lows. Follow Kevin's rise to the World Championship title, and go behind the scenes with the champ, his family and the Suzuki team for an in-depth look at what makes Kevin Schwantz tick. 60 minutes from Duke Video USA. **$29.95**

(#103B) Schwantz: GP Year '94
A Grand Prix diary of the world's most exciting GP rider: The drama of this most heroic of all seasons is here, along with the lighter moments as Schwantz enjoys himself as a spectator at the Tour de France, hangs his leathers on the wall of the Hard Rock Cafe and woos the daughter of Argentina's president with a gift of 1,000 roses. 70 minutes from Duke Video USA. **$34.95**

(#115) Cutting Edge Bikes
Join Mat Oxley as he tests the best of the '94 GP bikes, including Doohan's Honda NSR500, Biaggi's 250cc Aprilia, and Sakata's 125cc Aprilia. This video provides a behind the scenes look at the leading edge of motorcycle racing and development. 72 minutes from Duke Video USA. **$34.95**

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo. **$29.95**

(#137A) 1992 Daytona 200
Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Motovideo. **$29.95**

(#125) Hogs Wild!
A review of the 1992 U.S. Harley-Davidson TwinSports Championship as Scott Zampach and Mike Hale duel to the finish for the series title. 56 minutes from Duke Video USA. **$34.95**

(#248) 1992 AMA Superbike Series Review
Follow the '92 AMA Superbike Series from start to finish as Doug Polen and Scott Russell force a Ducati vs. Kawasaki showdown for the title. 55 minutes from Duke Video USA. **$34.95**

(#248A) 1994 AMA Superbike Series Review
Troy Corser, Jamie James, Colin Edwards, Fred Merkel and the rest fight to the finish line in this highlight video of the '94 U.S. Superbike Series. 40 minutes from Motovideo. **$24.95**

(#400A) 1994 World Superbike Series Review
Follow the highlights of each round of the '94 WSB Series as Ducati's Carl Fogarty takes his Ducati down to the wire for the World Championship against defending champion Scott Russell after a season-long battle. 60 minutes from Motovideo. **$24.95**

(#401B) 1995 German World Superbike
Round #1 featuring two legs of WSB Series action from the famous Hockenheimring in Hockenheim, Germany. 55 minutes from Duke Video USA. **$24.95**

(#402B) 1995 Italian World Superbike
Round #2 featuring two legs of WSB Series action from the heart of Ducati country in Misano, Italy. 55 minutes from Duke Video USA. **$24.95**

(#403B) 1995 British World Superbike
Round #3 featuring two legs of WSB Series action as Fogarty charms the hometown crowd with twin wins at Donington Park. 55 minutes from Duke Video USA. **$24.95**

(#404B) 1995 San Marino World Superbike
Round #4 featuring two legs of WSB Series action from the legendary Monza circuit in beautiful San Marino. 55 minutes from Duke Video USA. **$24.95**

(#405B) 1995 Spanish World Superbike
Round #5 featuring two legs of WSB Series action as Aaron Slight puts the Honda RC45 atop the podium, trading victories with Fogarty at the Albacete circuit. 55 minutes from Duke Video USA. **$24.95**

(#406B) 1995 Austrian World Superbike
Round #6 featuring two legs of WSB Series action as Fogarty and Corser do the Ducati double at the famous Salzburgring. 55 minutes from Duke Video USA. **$24.95**

(#407B) 1995 Laguna Seca
Round #7 featuring two legs of WSB Series action as the Aussies rule, and the American homeboys impress at Laguna Seca. 55 minutes from Duke Video USA. **$24.95**

(#408B) 1995 European (G.B.) World Superbike
Round #8 featuring two legs of WSB Series action as local favorite Fogarty double-wins at the Brands Hatch course in Great Britain. 55 minutes from Duke Video USA. **$24.95**

TRIALS

(#75) 1995 World Trials Review
Is there no stopping Jordi Tarres? Right from the start of the season the Spanish trials phenomenon continued the

roll which had already brought him his record-breaking 6th world title. This comprehensive review of all 10 rounds features a superlative display of concentration, incredible agility and awe inspiring entertainment. 60 minutes from Duke Video USA. **$34.95**

(#27) This is Motorcycle Trials
Top trials riders Steve Colley and Sammy Miller explain and demonstrate the art of trials riding, from basic principles to winning techniques. This video also covers the development of trials bikes and the sport over the last 40 years. 60 minutes from Duke Video USA. **$32.95**

(#27A) This is Advanced Motorcycle Trials
Join top international trials competitor Steve Colley on his home training ground in the rugged Isle of Man for this highly entertaining step-by-step guide to advanced trials techniques. 62 minutes from Duke Video USA. **$34.95**

SPEEDWAY

(#45D) 1994 US Speedway Nat'l. C'Ship
World Champion Sam Ermolenko defends his AMA #1 plate against fifteen of America's best. Bruce Penhall, Terry Clanton and Bruce Flanders take you through one of the most exciting Nationals of all time. 60 minutes from RAZ Video. **$29.95**

DIRT TRACK

(#51) Scott Parker - Champion
From the 130-mph dirt track battlefields to the hot tub behind his house in Michigan, you'll travel with the champ en route to his third straight title, and get to know the man behind the Number One plate. 60 minutes from Motovideo. **$34.95**

(#182) Smooth Moves
A review of the 1990 Camel Pro Series Championship, as Scott Parker and Chris Carr dueled all year for the title. 60 minutes from Motovideo. **$34.95**

VINTAGE

(#19) Barry Sheene - Champion
Barry Sheene was arguably Britain's most famous 2-wheeled star. Sheene combined great ability on a motorcycle with a strong cockney character to become Britain's first motorcycle TV personality. This video profiles his career and lifestyle, including his 500cc World Championships and 750cc world Championship. 65 minutes from Duke Video USA. **$29.95**

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes from Duke Video. **$32.95**

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT - classic racing at its best. 69 minutes from Duke Video USA. **$34.95**

(#118) Enduring Memories
Original narrated footage of classic enduro competitions, including the 1962 & 1964 Jack Pine Enduro, and the 1959 Greenhorn Enduro. This video illustrates how much the bikes changed the sport in just five years. 45 minutes from Motovideo. **$34.95**

(#15) Mike Hailwood - Champion
Follow Hailwood's outstanding career from winning 3 TT's in 1961 at the age of 21, through 9 World Championship victories in the 60's with MV Agusta & Honda, to his amazing return to racing in the late 70's on Ducati, Yamaha & Suzuki machines. 60 min. from Duke Video USA. **$34.95**

(#16) Kenny Roberts - Champion
This video traces Kenny Roberts' outstanding racing career from the American dirt tracks to his debut and eventual domination of GP road racing in Europe. Kenny discusses the high & low points of his GP career and talks about his new life running a GP team. 69 minutes from Duke Video USA. **$34.95**

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(#190) 1993 LA to Barstow to Vegas
Join over 400 riders in the biggest dual sport classic of the year. Enjoy this legendary trail ride on Thanksgiving weekend 1993 as they ride from Los Angeles (Colton), California on Saturday, and continue from Barstow to Las Vegas on Sunday. If you rode this event, you're probably on this video! 110 minutes from After Images Video. **$34.95**

(#210) 1993 Colorado 500
Join the legends of motorcycle sport on the classic 18th annual invitation-only Colorado 500 trail ride. Features 5 days and 500 miles of the best trail riding in America. 90 minutes from L&M Productions. **$29.95**

(#211) 1994 Cycle News Loretta Lynn DS Ride
Get in on the springtime fun at this round of the '94 AMA National Trail Ride Series at the scenic Loretta Lynn's Dude Ranch in Hurricane Mills, Tennessee. 60 minutes from Kern Video Productions. **$29.95**

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VIDEO MAGAZINES

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Talk to Rick Johnson, listen to Damon Bradshaw, see Steve Lamson, learn Suspension Set-Up, experience Motocross Action. 47 minutes from MX-Posed Video. **$24.95**

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The amazing saga of America's most infamous MX racing star. From his humble beginnings to his magnificent racing career, this show will take you on an emotional roller coaster. 45 minutes from Motovideo. **$34.95**

CRASHES

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Rider/driver eye views of a wide variety of action and high-risk sports: flying, bobsledding, TT racing on the Isle of Man, rally driving, free-fall parachuting, driving a Lamborghini Diablo, diesel truck racing, karting, hang gliding, power boating, trials riding, skiing, bungee jumping, rollercoasting, and motorcycle GP racing. Features hi-fi sound with "surround sound" effects. 62 minutes from Duke Video USA. **$29.95**

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Hundreds of gnarly crashes featuring slow-motion replays with a music video format. Footage from motocross and supercross events around the country. 60 minutes from Motovideo. **$24.95**

(#66A) Crash and Burn III
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Dick Burleson explains advanced motorcycle setup and riding techniques for challenging terrain and obstacles. 26 minutes from DB Sports. $33.95

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Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from DB Sports. **$23.95**

(#30) Cartridge Fork Service & Tuning
Dirt Rider Magazine's tech editor Eric Gorr shows you how to do comprehensive service and tuning on Kayaba and Showa cartridge forks. Applicable to dirt and street bikes. Includes bonus 10-page manual. 95 minutes from Forward Motion Video. **$35.95**

(#31) 2-Stroke Engine Design & Tuning
Dirt Rider magazine's Eric Gorr demonstrates how to use TSR computer programs to design cylinder porting, combustion chambers and pipes. Learn how to use porting tools and a lathe to machine engine parts. Includes bonus 30-page manual. 120 minutes from Forward Motion Video. **$45.95**

(#32) Two-Stroke Engine Rebuilding
Eric Gorr demonstrates how to rebuild the lower end of 2-stroke dirt bike engines. Learn techniques for transmission diagnostics & repair, plus handy tips for installing crankshafts & bearings. Supplemental manual included. 75 minutes from Forward Motion Video. **$34.95**

(#33) Rear Shock Service and Tuning
This video service manual by Eric Gorr is geared toward Kayaba and Showa single rear shocks used on many modern off-road and sport bikes. Learn everything from routine service to trouble-shooting and revalving. Supplemental manual features many helpful tech article reprints plus a guide to parts sources. 75 minutes from Forward Motion Video. **$34.95**

(#34) 4-Stk Performance Tuning & Maintenance
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The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo. **$44.95**

MOVIES

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This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design. **$37.95**

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design. **$37.95**

(#140) On Any Sunday
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix- 90 minutes from KWB Marketing Group. **$44.95**

(#181) Heavy Duty: 90 Years w/ H-D
An all-around look at the H-D mystique, from the 90th anniversary celebration in Milwaukee to Sturgis and Daytona; a look at the various big twin designs, a tour of the Milwaukee factory, custom built Harleys and racing, too...Harley drag racing, dirt track and road racing, including some spectacular crashes. 70 minutes from Duke Video USA. **$32.95**

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Round 1: Desert MC

Davis serves notice

By Anne Van Beveren
Photos by Kinney Jones and Tom Van Beveren

LUCERNE VALLEY, CA, JAN. 28

Kawasaki's Ty Davis put the competition on notice in the opening round of the 1996 AMA National Hare & Hound Championship series. The KX500 racer grabbed the lead the moment the banner dropped and smoked the top-class field all the way around the 80-mile course. At the end of the two-hour race, Davis took the checkered flag with a six-minute lead and left no doubt that he is the one to beat in this year's seven-round series.

"It was a difficult course. The second loop was really rocky and technical. I'd say it was really hard," said Davis. "I had a blast out there. I just rode smooth - nothing crazy."

The first round of the National series drew almost 500 racers to the Soggy Dry Lake riding area in Lucerne Valley. Heavy rain in the days leading up to the race bypassed the starting area, leaving the course dry and dusty, and the only relief was provided by a chilly wind that had the racers bundled up as they waited for the 10 a.m. start.

The course laid out by Desert MC consisted of two 40-mile loops. It earned an A-plus for its tight, technical terrain and the imagination that the club used in searching out seldom used trails. However, the start got a solid D-minus.

"The left side was all rough and the right side was smooth, then they had the angle of the starting line wrong so we were all bunched up at the right," said Davis. "People were down there at like five o'clock this morning just to save a spot. It was getting out of hand."

When Davis tried to move his bike onto the starting line, there was no room anywhere near the trail that he was planning to use.

"Nobody would move over. They just wouldn't let me in," said Davis. "Eventually my buddy Ted Hunnicutt let me slide in in front of him about 50 feet down from where I wanted to be."

When the banner dropped, Davis took his frustration out on the bomb-run sprint. He rocketed his KX500 off the line and headed to the right, straight across the front of the handlebar-to-handlebar lineup. "I cut them all off and I got on my trail about halfway up the bomb," said Davis with a grin.

By the time he passed the bomb, Davis was out in front by more than 100 yards. Kawasaki teammate Paul Krause was in second, just ahead of KX500-mounted Vet Open Expert Abe Baumann. KTM's Todd Hoy, Honda-mounted Dan Richardson, KX500 rider Greg Zitterkopf and Honda XR600 pilot Johnny Campbell were close behind. KTM's Jim Gray was nowhere to be seen.

"I had a terrible start. The guy next to me had a line that came into mine at about 45 degrees and we collided," said Gray. "I was playing catch-up all the way after that."

Gray was getting some back-of-the-pack competition from Dan Ashcraft.

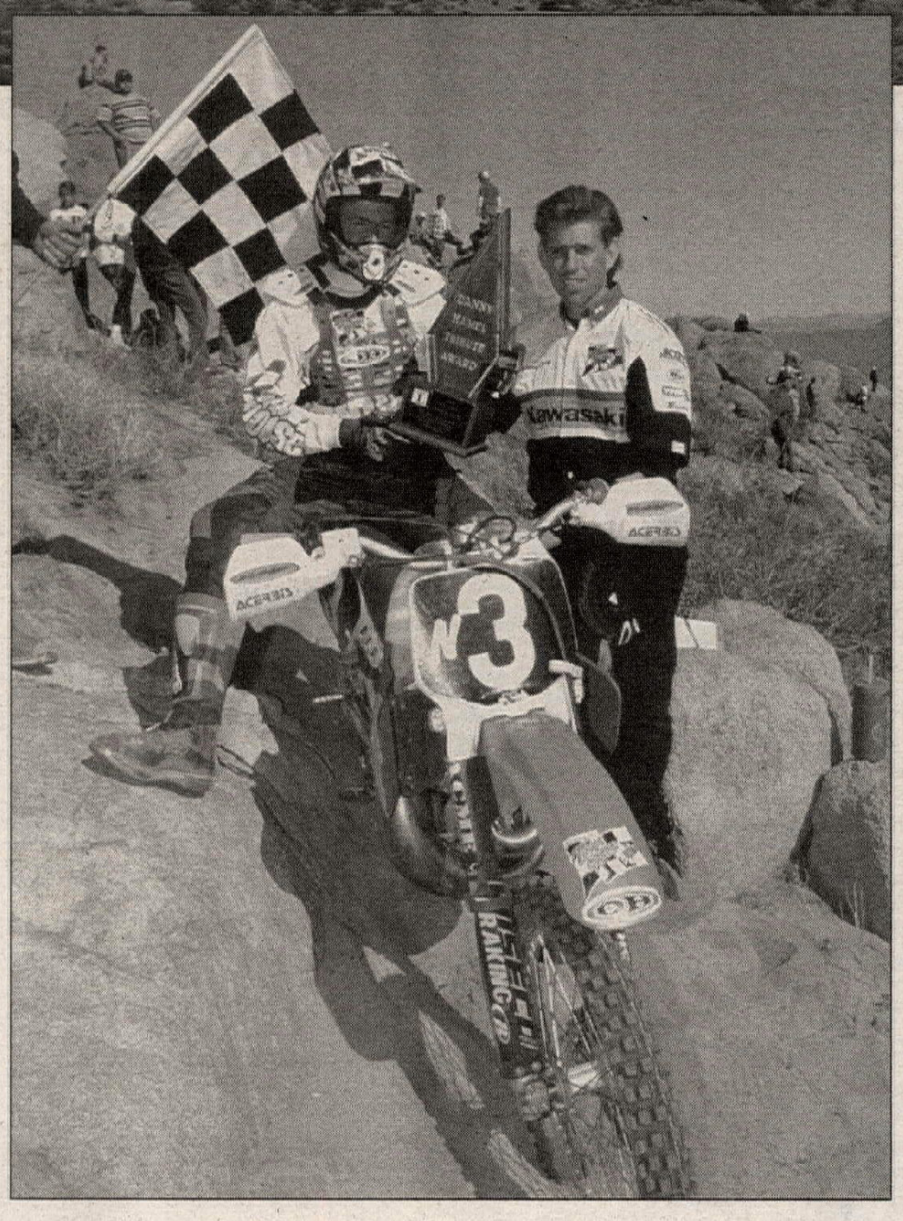
"I can't get a good start," said Ashcraft. "I got a three-kick start, and then I went over the bars on the bomb run trying to get out of the dust. I hit a big washout I didn't see."

Davis led the way as the trail snaked around the first set of hills and headed out to the northwest. His fast start gave him the clear-air advantage, but Krause was wasting no time in second.

"I made a mistake at the first check," said Davis. "There were some arrows pointing to the right and they screwed me up because the course didn't go to the right - it went straight."

"Tell them the truth," joked Krause. "Tell them how I smoked you right there. There wasn't anything wrong with the course markings."

(Above) Nearly 500 riders turned out for the opening round of the AMA National Hare & Hound Series at Lucerne Valley. Here, the first wave of Pro riders charge across the desert valley on the "bomb" run. (Right) Ty Davis scored the overall win with six minutes to spare. Team Green's Kenny Parry awarded him the Danny Hamel Tribute Award moments after taking the checkered flag.



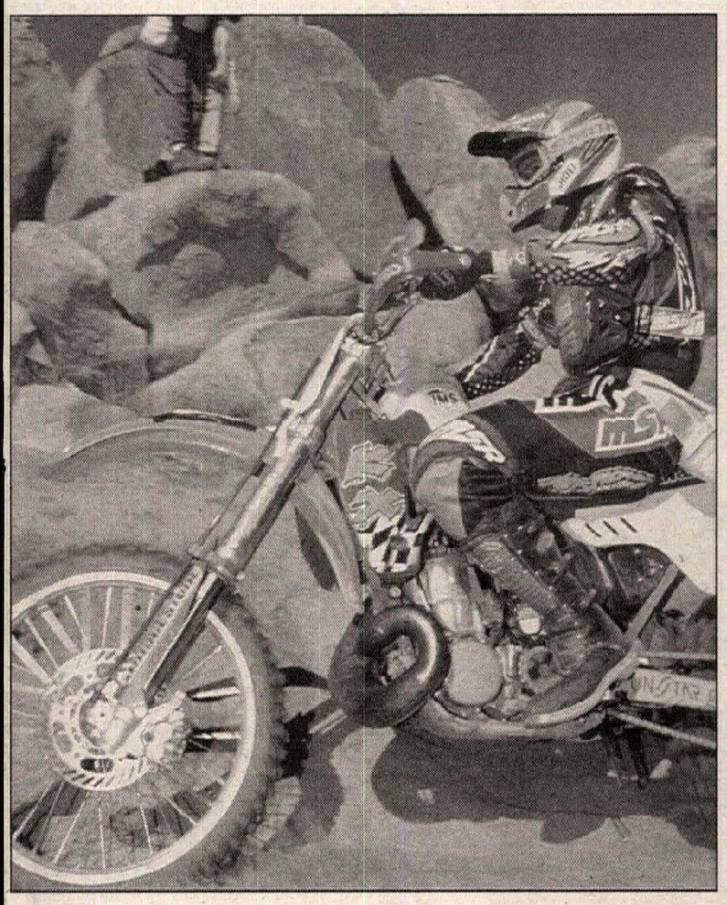
Krause's lead lasted about a mile, until the course headed into a choppy section where Davis was able to put his supercross skills to good use.

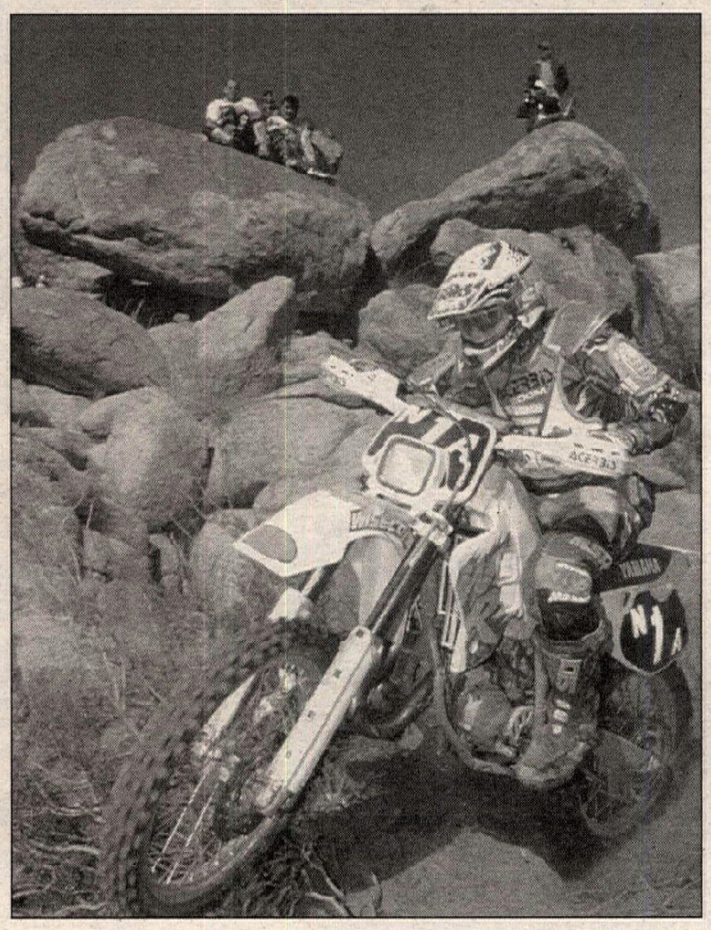
"Desert racers don't know how to jump. That's something you learn in supercross," said Davis. "We were going through some G-outs and we came to a dip. Krause hit the brakes and I hit the gas and jumped it. I jumped right past him."

Zitterkopf was moving up fast in the early going and was closing in behind Davis and Krause until he made a mistake at the 15-mile mark.

"The course made a right turn and Davis went straight. I could see the ribbon off to the right so I jumped off the trail to make an angle over to get to the ribbon," said Zitterkopf. "I pinned it, then I hit a rock I didn't see and went right over the bars. It knocked the air out of me and I got up really slow."

Zitterkopf's fall left Hoy and Honda's Jeff Capt racing neck and neck for third, while Baumann worked his





(Above) Paul Krause rode a strong race, finishing second overall. (Above right) There was no shortage of rocks or riders at the first National hare and hound of the year. (Right) After having just competed in the Paris-Dakar Rally, Jimmy Lewis scored the 125cc-class win in 13th overall.

way steadily back from the third overall he had held at the bomb.

"I was playing with the clickers on my shock before the race," said Baumann. "I should've left them alone because my rear end was hopping all over."

Davis completed the first 40-mile loop in just under an hour and swept into pit row with an almost comfortable two-and-a-half minute lead over Krause. Zitterkopf dashed through in third half a minute later, comfortably ahead of the nearest Vet-class competition, and just 12 seconds separated Hoy, Campbell and Capt. Eric Hallgath brought his Honda CR250 into the pits in seventh overall, ahead of Donnie Book, Charlie Morris and Dave Ondas, and Destry Abbott and Ted Hunnicutt rounded out the top 12.

Thirteenth overall at the halfway point was held by Larry Roeseler, who now spends more time racing a Class 7 Chevy Truck than a Kawasaki.

"This is the first time I've raced a bike since about last September," said Roeseler, "and what a great race to ride. Honestly, this was one of the best hare and hounds that I've ridden in many, many, many years. Desert MC did a fantastic job and they really went out of their way to make it fun. They took us down canyons I haven't been down in 10 years. If races were like this every weekend I would come out more."

Steve Hengeveld raced through the pits in 14th overall, right in front of Baumann, who stopped to readjust his shock. Richardson was 16th, ahead of Idaho's Brian Brown, Honda four-stroke racer Jamie Campbell and Craig Smith. Jimmy Lewis led the 125cc racers through in 20th overall.

A front flat just three miles into the race dragged Vet-class hotshot Drey Dircks all the way back to 24th overall. "I don't have a spare wheel so I had to ride the whole thing with the flat," said Dircks. "I rode everything but the first three miles with that thing."

The terrain got tighter and more technical as the second 40 miles got under way and Davis was enjoying every inch of it. His trouble-free run, coupled with clear air, had him averaging 40 mph and he stretched his lead a little further with each passing mile.

Krause was enjoying an equally trouble-free ride in second after holding off a hard charge from Zitterkopf. "Krause and I were handlebar-to-handlebar. We had a good race going, but I crashed about 10 to 12 miles from the finish," said Zitterkopf. "Coming across the dry lake I was tapped out in fifth. I hit a bump and the shock must've broken at the same time. I went over the bars and lost a lot of places."

The crash let Hoy, who had finally shaken the tenacious Capt, relax into third. "We were going back and forth the whole first loop, but I rode all by myself on the second loop," said Hoy. "I could see Capt behind me, and I knew I had to ride conservatively because he would catch me if I made any mistakes."

Capt's second loop turned into a back-and-forth battle with Honda teammate Johnny Campbell. "I got in behind Capt and we mixed it up the whole loop," said Campbell. "It's kind of a bummer for teammates to do that. We like to stay more spread apart, but we tried to make it work to our advantage."

Abbott leapfrogged his way through the pack all the way up to sixth. "I had a lot of trouble with Dave Ondas. I couldn't get around him," said Abbott. "He finally just waved me past, which was really nice of him. You don't see that very often."

Further back in the pack, the race was not going nearly as well. Steve Hengeveld got off about 10 miles into his second loop, which made him back off the throttle, and Donnie Book crashed hard in Campbell's dust and had to withdraw with a broken collarbone.

Out in front, Davis raced on. He and his KX500 never missed a beat and, when he threaded his way up the last rocky hill to take the checkered flag, he was almost six minutes ahead of the closest competition. "Apart from getting screwed up at the first check and letting Krause get by me, everything went great," said Davis. "It was a great course and the club did a good job marking it - except for that one little flaw at check one, of course."

In addition to important points towards the series championship, Davis' win also netted him an impressive trophy that Kawasaki Team Green had donated in memory of last year's National Hare & Hound champ Danny Hamel. "I'm bummed that I won't get to do the whole series. I'd like to win it after Danny, but I'm still concentrating on the national enduro series for this year and if the races conflict, I'll have to miss some of the hare and hounds," said Davis. "It'll be interesting to see how well I can do."

Krause brought his KX500 home in second, despite a late-in-the-race mistake that put him down just a mile from the finish.

"I got a good start and I had a really good ride all day. My only problem was that I got tired and I fell off a rock right before the end and ended up in a canyon," said the Kawasaki Team Green-backed racer.

KTM 550 racer Hoy finished third in the overall standings and third in the Open Expert division.

"I'm excited I did this well. It's only my second ride back since I broke my neck," said Hoy. "I fell twice - nothing too bad, I just spun out."

Capt edged Campbell by just a few seconds to steal fourth overall and first in the Four-Stroke Expert division. Capt said, "Campbell and I were together from halfway through the first loop. We pushed each other really hard."

"A top-five finish for both of us is awesome," added Campbell.

Sixth overall and first 250cc Expert was Destry Abbott, despite an off-the-course excursion and an off-the-bike adventure, both in loop two.

Greg Zitterkopf salvaged his ill-fated ride to grab seventh overall ahead and top the Vet class, ahead of KX500-mounted Larry Roeseler and Dave Ondas. "That was a good race," said Roeseler. "It was more technical than most people are used to, but it will make them better riders and it's a lot safer because the speeds are a little lower. It was tough, too - I'm already sore."

Abe Baumann followed Ondas home in 10th, ahead of KX250 racers Hengeveld and Smith, and Jimmy Lewis scored a wire-to-wire win in the 125cc Expert class in 13th overall. "Finally, a club that used some technical terrain," said Lewis, who rode a Yamaha. "I liked the course because it was tight enough to let you pass people, but I'm not that happy with my finish. I used to finish in the top 10 on a minibike. Now I can't come close. Maybe I'm getting old."

Rex Staten topped the Over 40 division in his first race back since he broke his foot. "I broke it 19 weeks ago - had to have pins and all that stuff," said Staten. "I'm dead tired."

Bill Maxim finished right behind Staten to take second in the Senior division. "That was the most technical race I've ridden in a couple of years - a lot of tight, up-and-down trails, and a good variety of things," said Maxim.

The first 250cc-mounted Senior to cross the line was Scott Anderson, who took the class lead just a mile from the finish. CN

Desert MC
Lucerne Valley, California
Results: January 28, 1996

O/A: 1. Ty Davis (Kaw); 2. Paul Krause (Kaw); 3. Todd Hoy (KTM); 4. Jeff Capt (Hon); 5. Johnny Campbell (Hon); 6. Destry Abbott (KTM); 7. Greg Zitterkopf (Kaw); 8. Larry Roeseler (Kaw); 9. Dave Ondas (Kaw); 10. Abe Baumann (Kaw); 11. Steve Hengeveld (Kaw); 12. Craig Smith (Kaw); 13. Jimmy Lewis (Yam); 14. Dan Richardson (Hon); 15. Brian Brown (Kaw); 16. Eric Hallgath (Hon); 17. Drey Dircks (Hon); 18. Jamie Campbell (Hon).

OPEN EX: 1. Ty Davis (Kaw); 2. Paul Krause (Kaw); 3. Todd Hoy (KTM).

250 EX: 1. Destry Abbott (KTM); 2. Steve Hengeveld (Kaw); 3. Craig Smith (Kaw).

125 EX: 1. Jimmy Lewis (Yam); 2. John Braasch (Suz); 3. Dana Van Stee (Kaw).

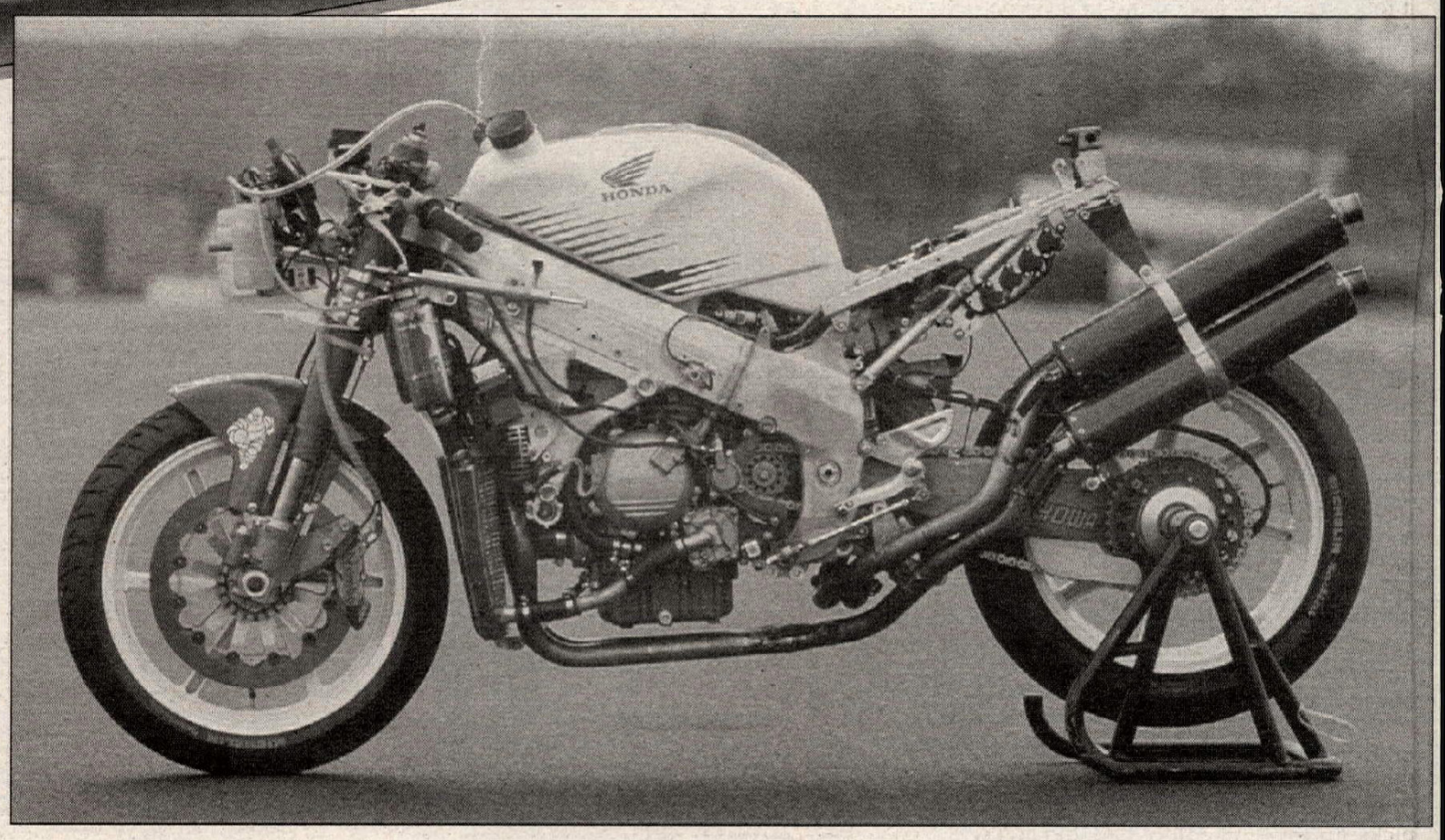
4-STRK: 1. Jeff Capt (Hon); 2. Johnny Campbell (Hon); 3. Jamie Campbell (Hon).

30+ EX: 1. Greg Zitterkopf (Kaw); 2. Abe Baumann (Kaw); 3. Drey Dircks (Hon).

40+ OPEN EX: 1. Rex Staten (Kaw); 2. Bill Maxim (Kaw).

40+ 250 EX: 1. Scott Anderson (Yam).

On target



(Left) Directional changes come quickly and easily with the latest version of the RC45 superbike. (Below) After a host of chassis alterations that included a bored-out headstock, the Castrol Honda team eventually reverted to the original RC45 specs.

By Alan Cathcart
Photos by Kyoichi Nakamura and Kel Edge

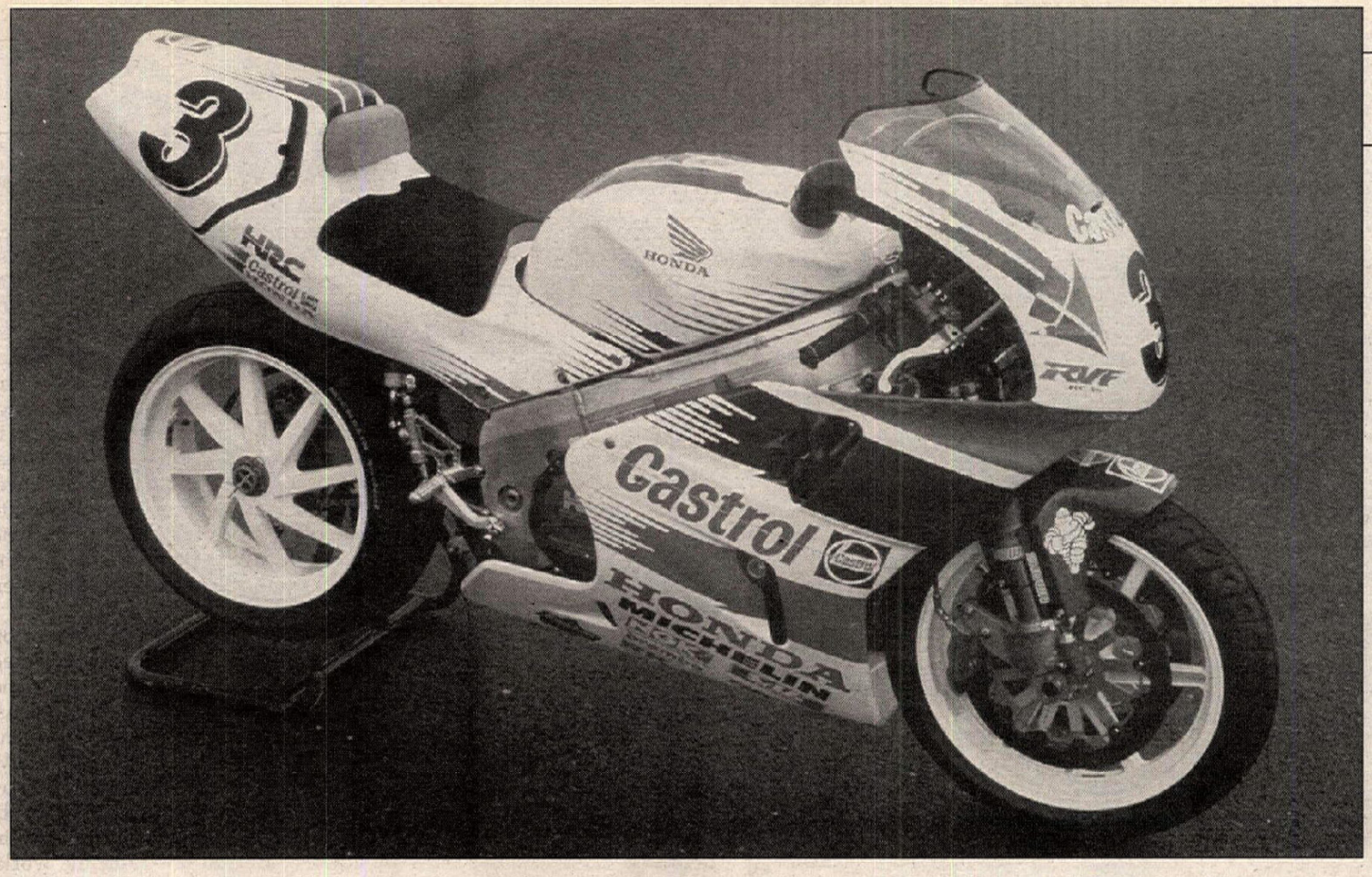
After a debut season in 1994 that could only be termed disappointing, Honda's all-new fuel-injected RC45 Superbike made good in 1995. Following intense development over the winter, HRC delivered a heavily revamped motorcycle which not only repeated its only '94 successes by winning the Suzuka 8-Hour and the Australian Superbike title, but also clinched the American and Japanese Superbike crowns, as well as the World Endurance Championship.

More to the point, the Castrol Honda team finally got on the pace at World Superbike level, with Aaron Slight putting his RC45 on pole for the first time at Monza, then at last achieving the model's sought-after maiden victory in the next round at Albacete. Though just one more race win for the season (Sentul) was perhaps less than the British-based, Neil Tuxworth-managed team had hoped for, a repeat third place in the World Superbike series at the end of the season promises much for 1996 - especially with the unequal weight limits between twins and fours that Slight has been so critical of now equalized. This and the fact that his bitter rival, reigning World Champion Carl Fogarty, left Ducati to join him on the team, becoming his, er, friendly teammate! It's taken longer than anyone expected, but the Honda RC45 is now firmly on the pace - the best of the current crop of four-cylinder Superbikes, and a serious threat to Ducati's dominance.

After riding the prototype RC45 racer two years ago at Suzuka, then in 1994 the Rumi Honda customer bike with Ohlins suspension and Michelin tires (which handled fine, but had a whopping midrange flat spot), and later Slight's works racer with Showa suspension and Dunlop tires (which had a clean-revving engine that lacked acceleration, and a big question mark over the handling), I was looking forward to making an updated comparison with Aaron's latest works Team Castrol racer. But when the chance finally came after the end of the season, it was on a rainy November day in Britain, on a Donington track whose wet-weather grip is notoriously unpredictable. So no real chance to explore the handling improvements that Aaron had been enthusing to me about over breakfast at Phillip Island a couple of weeks beforehand. But the engine - well, that's a different matter: It's vastly improved.

Honda's intensive development on the RC45 motor last winter was aimed at two goals: improving top speed, and increasing acceleration out of turns. Thanks to the clean pickup from the PGM-F1 fuel-injection system and the V-four motor's traditional flat torque curve, low-down punch wasn't a problem, as I discovered for myself last year in side-by-side roll-ons with the works Kawasakis out of the Suzuka chicane and Spoon Curve. Where the "5-spec" works '94 Honda lagged behind was in third- and fourth-gear acceleration, which the 6-spec engine that appeared for Slight and then-teammate Doug Polen to test at Eastern Creek in January addressed.

The '95 engine was totally revamped, fitted with titanium-this and unobtainium-that, with a host of detail changes including a new airbox design, as well as new ignition, pistons (still two-ring, but with an altered shape to the crown) and camshaft. These, combined with a new 4-2 twin-pipe exhaust system (which had the added benefit of passing the noise test more easily) improved top-end power to around 160 bhp, at peak revs of 14,350 rpm, as well as having fattened up the midrange. The Honda was now king of the Superbike



It's been a long road, but the RC45 finally has the power and handling to contend for the World Superbike Championship.

speed traps, as the 184 mph that allowed Slight to head the trap times at the first World Superbike round at Hockenheim proved.

However, while top speed was now good, it was getting there that was still the problem. By the fourth round at Monza, this was redressed with the arrival of the tricked-out 7-spec motor, which allowed Aaron to earn the RC45's first-ever pole in qualifying. With a 14,750-rpm redline, thanks to the fanatical attention to reducing friction and inertia which makes this motor such a mechanical masterpiece, as well as new pistons, titanium rods and valves, valve buckets, ignition chip, and electronically controlled variable-length throttle-body system, the new engine finally cured the RC45 of its acceleration handicap. Though the long-awaited debut victory didn't quite come at Monza (though Aaron's second and third augured well), it followed at the next round in Spain, at Albacete, a circuit that is the slowest and twistiest in the Superbike calendar. Acceleration was no longer a problem - one lap of Donington on a wet-but-drying track proved that.

This is a jewel of an engine, with an appetite for revs that you feed very fast with just a twist of the wrist. Apart from its dry-weather performance, Honda must have been disappointed that there wasn't a single wet race in the '95 World Superbike season, because the RC45 in its improved form must be the best rain bike in the field. Yes, better than the V-twin Ducati, which has fiercer torque delivery more likely to unhook the rear tire. Instead, the Honda has a completely linear power curve; it pulls incredibly cleanly and smoothly from as low as 3000 rpm leaving pit lane, heading without a hiccup to its near-fifteen-grand appointment with the improved rev-limiter. The new limiter is much less aggressive than it used to be, and just flutters the engine rather than cutting it out and causing a loss of revs.

In reality, even at the Donington chicane on a wet track you don't need to let the engine run below 8000 rpm. And from 11,000 rpm up to 14,000 the RC45 picks up revs incredibly fast, but with that trademark lazy drawl from its V-four motor which makes the fast-forward power delivery so deceptive - and invigorating.

Honda engineers admit to having experimented with a Big Bang version with close-coupled firing order in an effort to further improve acceleration, but say it hasn't produced the results expected and to date hasn't been raced in the World Superbike series.

Based on my experience at Donington with the 7-series Castrol Honda, they really don't need Big Bang: The instant response from the fuel-injected motor is potent, yet utterly controllable - thanks no doubt in part to the variable-length inlet system, which operates at 12,700 rpm. Unlike other such systems as seen on the Belgarda Yamaha or works Ducati, both progressive systems, the Honda's works in on/off mode by using a servo motor to lift the venturi clean off its throttle body at a computer-chip-set rpm mark, thus effectively shortening the inlet for top-end power. This provides a useful purpose for the bigger generator fitted not only to power the servo motor but also to effectively increase crankshaft mass to help reduce wheelspin.

As the track dried and I could finally gas the bike up hard with the wet Michelin rubber cutting through to the tarmac, third-gear wheelies became a fact of life, with the rev hungry V-four motor spinning up incredibly quickly thanks to the reduced internal friction. This 7-spec engine is also extremely smooth. V-four Hondas don't really vibrate, but there is usually a tingle and a harshness at certain revs that is completely absent from this bike, even warming it up at fast idle in pit lane. And there also isn't the rough patch at about 10,000 rpm you get on other racing V-fours when the cams begin to work, either: It's like supercharged syrup!

Simon Crafar eventually joined his compatriot Aaron as a full member of the Castrol team to replace Polen, who was given his pink slip after Daytona before the World Superbike season started. Crafar got a close-up view of the extra performance of the 7-series motor. "I only ever had a 6-series in my bike," says Simon, "which meant it also didn't have the variable air-funnel system. When Aaron and I were locked together at Assen till Corser took me out, he'd get an immediate jump on me out of turns, as much as 50 meters or more. Our two bikes were exactly the same on top speed, but his definitely accelerated better. It was a real improvement."

Setting the swap-over mark for the variable funnel system (which you'll note we weren't allowed to photograph) as high as 12,700 rpm is a sure sign of the appetite for revs this engine has, given that the advantage of such a system is to fatten the midrange without compromising top-end performance. Of the available six speeds, the Castrol team gears for just five at Donington, and each gear has four ratio options. Gear selection is made with the sweetest-action speed-shifter I've ever used on a four-stroke. It's smooth and light to operate, but just firm enough that you have to consciously tap it with your boot rather than just brushing it - probably because it works by cutting out the fuel flow to the injection rather than interrupting the ignition (interestingly, independent systems on the RC45).

The gear ratios chosen are very close together, allowing you to keep the Honda motoring above 12,000 revs all the time. The four controls for the EFI have been moved to a new location under the seat, but the team hardly ever needs to alter them, says engine man Peter Benson, who's justifiably proud of both 6- and 7-spec engines' reliability this season. The only mechanical retirement for either rider all season long was when Crafar's engine broke a gearbox shaft at Sentul - a '94 part that was effectively being endurance tested! Otherwise, a 100-percent record - impressive for such a high-revving package.

Chassiswise, the RC45 took an equally great step forward for '95, says the Castrol team, who spent most of '94 playing with different chassis setups trying to cure two big problems: a lack of traction, and power understeer. They also worked on reducing the weight to the 356.4-pound four-cylinder limit, which they have now succeeded in doing. As for the handling, an ingenious - and legal - system of effectively altering the engine location by means of a bored-out headstock didn't offer a permanent fix, leading to big changes for '95. The biggest was a switch from Dunlop to Michelin tires, which, however, brought a downside inasmuch as the French tire company's Superbike development was exclusively geared to Ducati. And what suited a lighter V-twin with not as much weight on the front wheel didn't really suit the Honda. Still, there was an immediate improvement in handling which got even better after a midseason tire test at Albacete led to new RC45-friendly rubber from Sugo onward - after which Aaron was never out of the top four. And it's no coincidence, perhaps, that in both the races he won this year Aaron used a 16.5-inch front tire, which gives a better entry to the corner as well as improved rolling speed in the middle of the turn, at the expense of some grip on the way out. But by then it's the back tire that counts, anyway.

"The front end does still push," says Aaron, "but it's not as bad as before. And anyway, I never suffered from this so much as Doug, because I sit much further forward on the bike than he does, with my weight on the front end. His more upright position caused him problems, whereas Simon rides a lot like me."

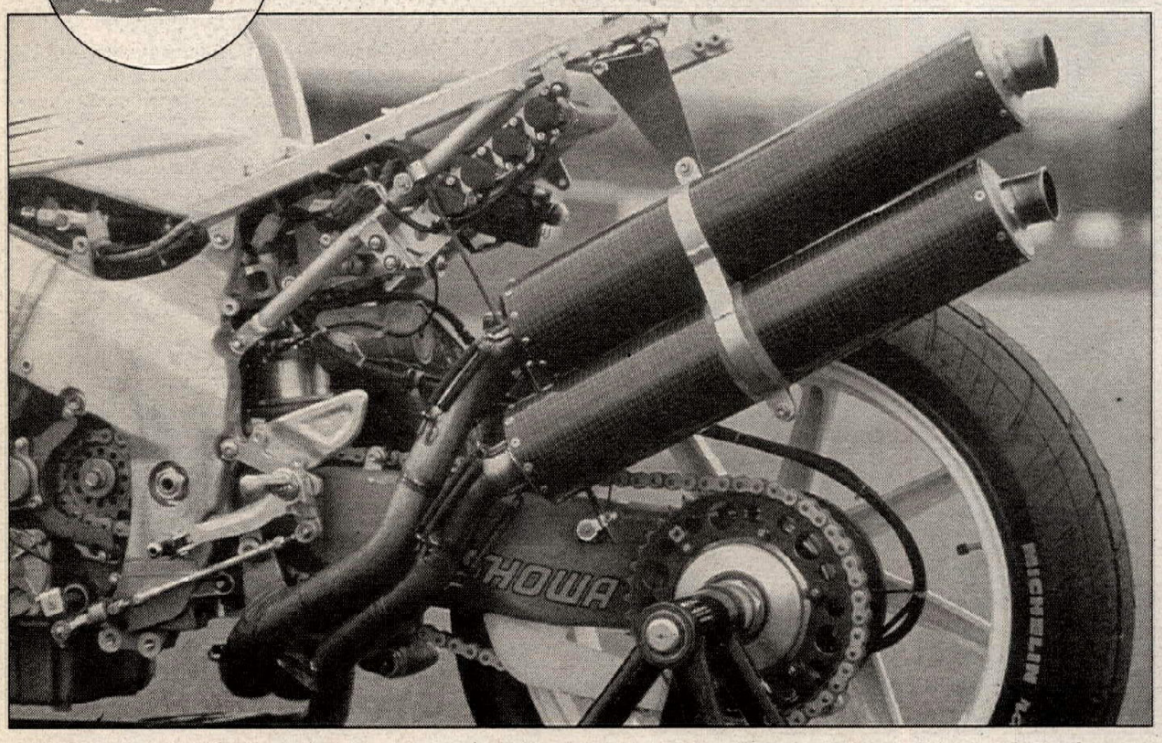
And the winner is...

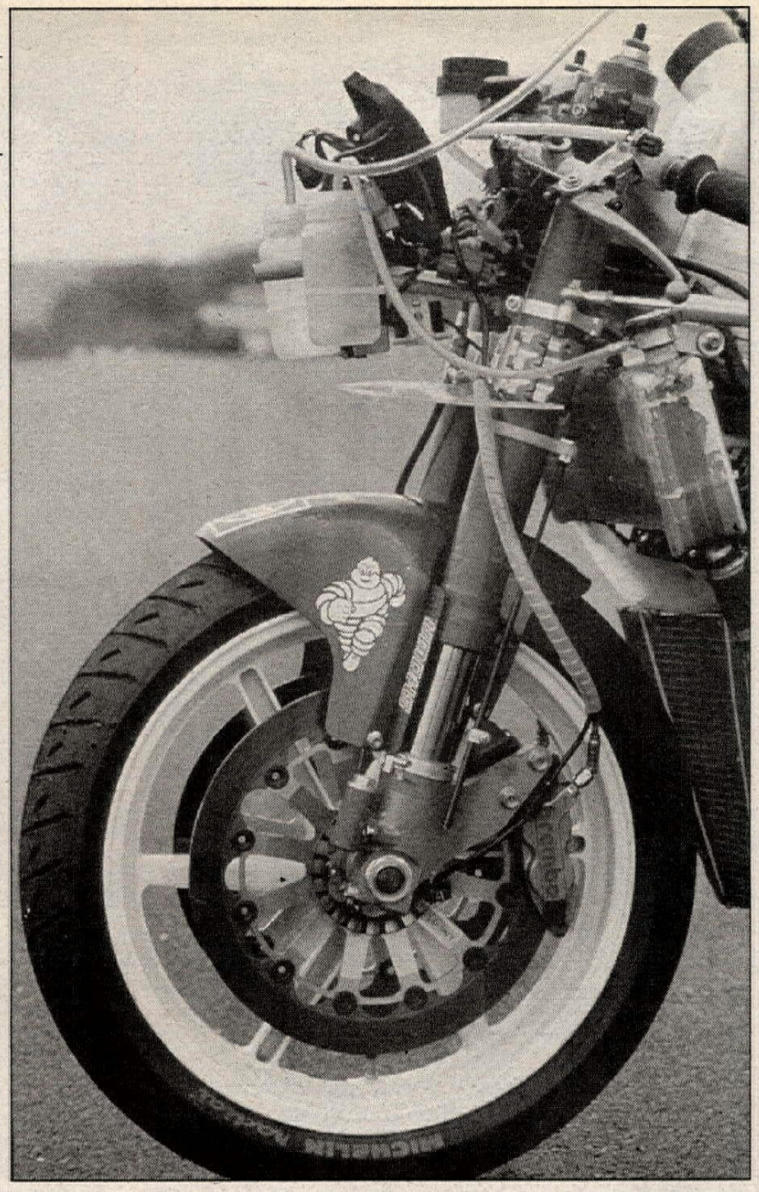
Really, the final points table says it all. The Ducati has to be the leader of the pack because it's the most complete package - the easiest and most forgiving of the five works racers to ride, and the most responsive and rewarding. The weight and capacity issues are a smokescreen. Ducati's evolution of their 851/888/926/955 desmo V-twin family over the past nine years has resulted in a motorcycle that dominates the World Superbike scene because of its excellence, not through any perceived unfair advantage handed to it by the rules. Just as Aprilia is proving in the 250cc GP class, Italian race engineering has gained its current edge over its Japanese rivals because of daring to be different: Rotary-valve two-strokes and V-twin Superbikes were each scorned as obsolete, rejected as inadequate a decade ago. Yet here we are in 1996 with each at the top of their respective trees. There's nothing to stop the Japanese companies from building a four-stroke twin - or a rotary-valve 250. They just have to build one that's better than Ducati's or Aprilia's - or else go their own way and try to win with what they've got.

And that's what they're still doing in the Superbike scene, where 1995 saw the RC45 Honda make a big step up in performance. This is now an exciting and effective race bike, underlining the advantages of fuel injection through its high-revving ridability and outright power. Surely Honda's Japanese rivals must soon follow in adopting EFI. Next up in the points table as well as effectiveness is the Kawasaki, where Gobert's idiosyncratic setup can't disguise the all-around excellence of the top in-line four. The new short-stroke motor in the '96 ZX-7R will surely make the green bikes into title contenders again. Yamaha doesn't have such a new trick up their sleeves - yet - but with their tire problems now hopefully behind them, their challenge is to harness the undoubted speed of the YZF motor to a more manageable power delivery and friendlier handling, and perhaps a more focused team operation. Finally, Bimota made a brave return to the World Superbike arena with a bike that needs to have its engine completely re-engineered to be both competitive and reliable on the race track - or swapped for the new '96 Suzuki GSXR motor. I know which I'd recommend...

With Suzuki joining in next season, Aprilia and Cagiva for sure in '97 and maybe Triumph too (if not, surely in '98), Laverda on the horizon and Harley-Davidson waiting in the wings, the World Superbike Championship now has an indisputable claim of being the chosen battleground for all the world's leading manufacturers. Riding the five works racers that fought it out with each other in 1995 underlined one thing: To win races at World Superbike level, you now need a four-stroke GP racer, not a modified roadster. With the reduction in homologation numbers being introduced next season, this fact can only intensify - and the ones who benefit are we, the customers. Racing really does improve the breed: World Superbike is the proof of that.

Aaron Slight's Honda RC45



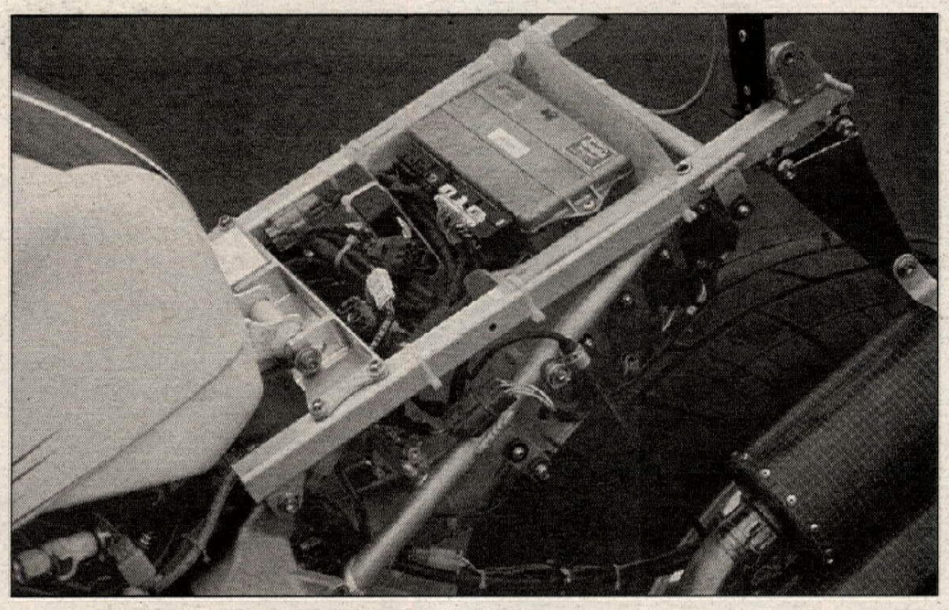


(Above) In their pointed search for midrange power, the team adopted a twin-silencer exhaust with good results - and the added benefit of passing the noise test more easily. (Right) The all-new 37mm Showa forks are 4mm larger than last year's and played a big role in the overall handling improvment. (Below) The brains of the outfit reside under the seat. The four controls for the EFI are found here, though the team rarely needs to alter the settings anymore.

All of which might explain the surprising revelation that after countless experiments with altered chassis geometry, the team reverted to the standard RC45 settings on Aaron's bike at the start of the season, and haven't changed anything since. That's right - no bored-out headstock, 30mm-longer swingarm, lifted-up rear ride height or radical offsets - especially not after Misano when he was finally persuaded to try some new Showa stuff, and found the bike unridable. Instead, it's basically now a racerized road bike, and that's how it feels to sit on, complete with rational riding position that's quite spacious and offers very balanced feel, without too much weight on your arms.

Rear ride height is noticeably low by racing standards, which Slight prefers because he's such a hard, late braker. "Losing the carbon brakes was a real setback," says Slight, "because you could control everything better and there was more in reserve for emergencies. But in some places I realized it was better to brake earlier and carry more corner speed into the turn, so I've changed my style enough to where the metal brakes aren't so much of a problem."

Of course, by my standards those cast-iron Brembo discs are not only the ideal wet-weather brakes, they also give great feel and good response when you squeeze hard in the dry, as I could in the last of my three sessions on a track which now had enough dried-out lines in it to get a good idea of how the bike would handle. With the front part of the chassis still heavily braced to stop flex, it is extremely stable under hard braking, thanks partly also to Aaron's balanced setup. Even so, I couldn't really tell if the RC45's biggest handicap in '94 had been cured - its ride quality over bumps, where it liked to try to tuck the front end under. But within the limitations of the track conditions, it steered and handled really well, with pinpoint steering down the fast sweepers of Craner Curves, where understeer would have been a problem before. Directional changes in the chicane were particularly easy on the Honda, where the more compact mass of the V-four engine, compared to an in-line four you have to work harder, must pay off. Get hard on the gas when you see a dry line exiting Redgate and - its true! - the understeer I complained of before is gone. I must have been sitting on the bike in Polen pose before, not following the Slight system...



A big factor in this handling improvement was the completely new, 4mm-fatter, 37mm forks which Showa produced for 1995. These not only offer reduced stiction, but also track much better and hold the line properly over bumpy surfaces, says chassis specialist Tony Maxwell - who, like Benson and Aaron's chief engineer Adrian Gorst, is a member of the "krazy Kiwis" New Zealander mechanic mafia that Tuxworth cannily recruited to look after his pair of Kiwi riders.

The all-new Showa rear shock was also up to scratch, says Maxwell, though the ride-height setting for the RC45 is critical. Just a one-millimeter difference in ride height has a major effect on traction. "We went testing here at Donington in midseason and got an improved rear shock that worked really well on bumpy corners, giving improved traction. We also revalved the forks, and Michelin started to come up with the right tires for our bike, so it all came together at last. Look how well the bikes handled at Phillip Island, which is a really fast but quite bumpy circuit where high-speed and low-speed damping are critical."

The improvements that HRC's 18-man RC45 development team, under the watchful eye of chief engineer Tamotsu Yamanashi, have wrought on the works Superbike this season will certainly have satisfied the new boss of Honda's racing division, HRC vice president Suguru Kanazawa - for the simple reason that he was the chief designer of the bike in the first place!

But he's not completely satisfied. "Finishing in second place is not Honda's aim, Alan-san," said Kanazawa when I complimented him on Crafar's solid second in the first race at Assen. "We must keep trying harder to give our riders the best equipment, so they can help us achieve our true aim of winning the World Championship." Know what? In '96, with Slight joined by Fogarty to make Superbike racing's dream team, they just might. CN

Honda RC45

Specifications

Engine	Liquid-cooled, DOHC, 90-degree V-four four-stroke with gear camshaft drive and four valves per cylinder
Bore x stroke	72 x 46mm
Displacement	748 cc
Output	160 bhp at 14,750 rpm
Fuel system	Honda-PGM FL electronic fuel injection with (4) 46mm throttle bodies
Ignition	Nippondenso digital electronic CDI
Gearbox	6-speed with HRC speed-shifter and gear primary drive
Clutch	9-plate oil-bath sprag-type
Chassis	Extruded aluminum twin-spar frame with cast steering head and swingarm pivot
Suspension	
Front	47mm Showa inverted telescopic forks
Rear	Cast-aluminum Pro-Arm single-sided swingarm with ProLink rising-rate linkage and single Showa shock
Head angle	22.5°
Trail	Not available
Wheelbase	56.3 in. (as tested)
Weight	356.4 lbs. with oil/water, no fuel
Weight distribution, front/rear	54/46%
Brakes	
Front	Dual 320mm Brembo cast-iron discs with Brembo four-piston caliper
Rear	Single 190mm Honda steel disc with two-piston Brembo caliper
Wheels/tires	
Front	12/60-17 Michelin radial on 3.75-in. Marchesini wheel
Rear	18/67-17 Michelin radial on 6.00-in. Marchesini wheel
Top speed	184 mph (Hockenheim)
Owner	Honda Racing Corporation, Saitama, Japan

WINDSTORM WHIPS ANAHEIM.

THEN SLAMS SEATTLE.

It started in Minneapolis when Kevin *"Windstorm"* Windham and his Yamaha YZ125 blew away the competition in the opening round of the AMA 125cc Western Regional Supercross series.

Then the wind shifted westward to Anaheim Stadium where a sell-out crowd saw the Windstorm touch down just long enough to devastate the competition again.

Most recently, Seattle was hit—hard and fast. When Kevin was done tearing up the track, the competition was treated for a severe case of wind-burn—for the third consecutive time.

Congratulations to Team Yamaha's Kevin *"Windstorm"* Windham and his winning YZ125. The forecast is looking pretty stormy in the coming months...!

YAMAHA

Professional rider depicted during closed-course event. Do not attempt these maneuvers. Dress properly for your ride with a helmet, eye protection, long sleeved shirt, long trousers, gloves and boots. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further information regarding the MSF rider course, please call 1-800-446-9227. Do not drink and ride. It is illegal and dangerous.©1996 Yamaha Motor Corporation, U.S.A. (Cypress, CA 90630)

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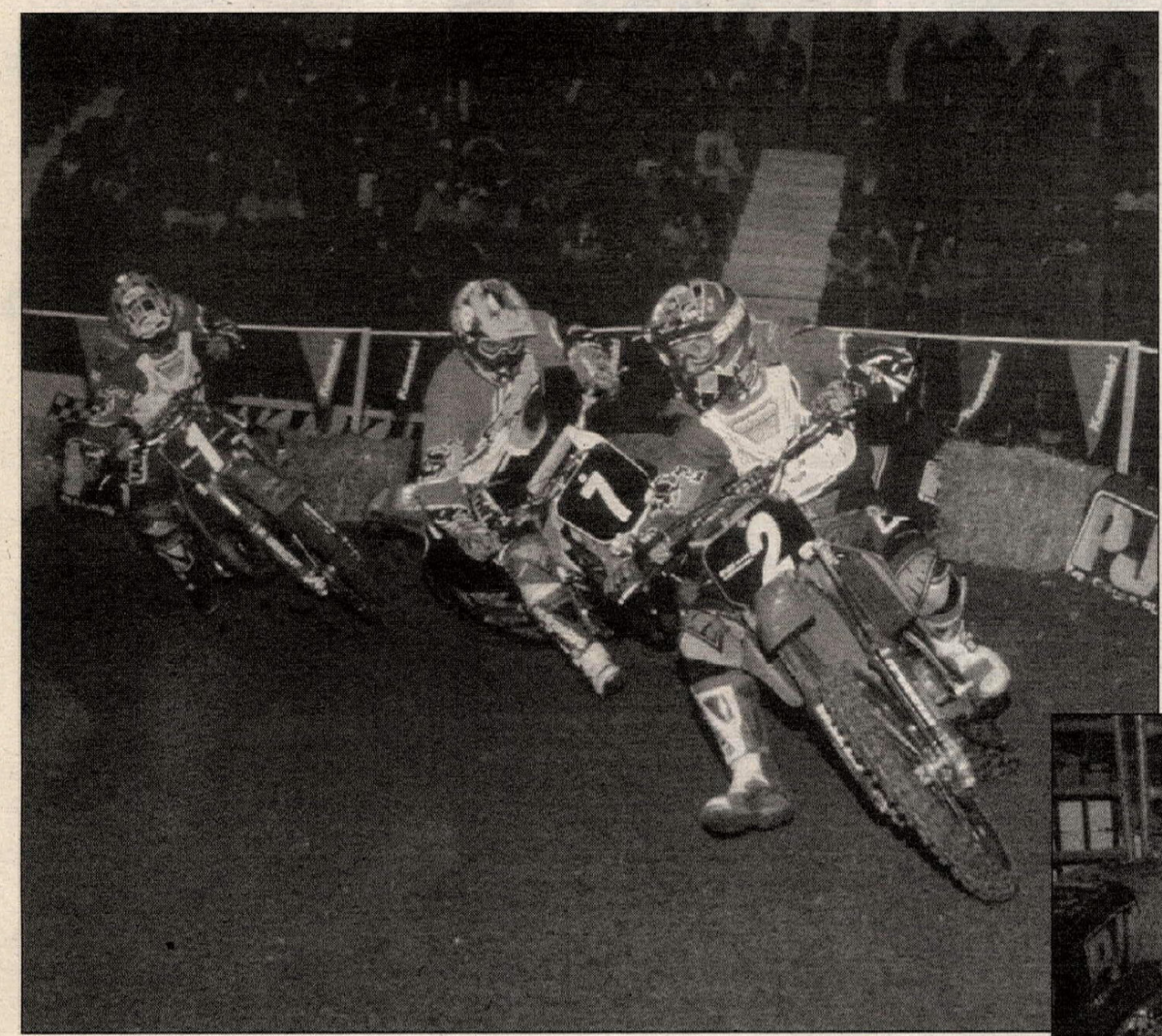
Round 7: Kansas ExpoCentre

Buehl strikes back!



(Left) Jeromy Buehl (2) closed the points gap on Jimmy Gaddis (1) by scoring two main event wins during round seven of the PJ1 Super Arenacross Series at the Kansas ExpoCentre. (Below) Buehl (2) and Gaddis (1) collided in Friday's 125cc main. Buehl was up and away first to collect the win.

(Below) Former 125cc National Champion Guy Cooper (50) had the benefit of being at the front of a single-file restart after Cliff Palmer crashed in Saturday's 250cc main. Cooper stayed up front to claim victory.

By Pam Lambert
Photos by Jeff Cox

TOPEKA, KS, JAN 26-28

A blizzard blew into Kansas on Friday, but the fans were undaunted by the weather as the MSR/Answer/KBC Helmets Arenacross at the Kansas ExpoCentre marked the fourth sellout in a row for the PJ1 Super Arenacross Series.

Thor/Kawasaki Team Green almost made a clean sweep of the top of the podium as Jeromy Buehl won the 125cc main events on Friday and Saturday while his teammate Jimmy Gaddis won the 250cc class Friday. But American Suzuki's Guy Cooper put it all together to take the 250cc win on Saturday and salvage some pride for the non-Kawasaki brands in the series.

F&S Suzuki's Cliff Palmer looked the picture of consistency with three thirds until a spectacular crash in the 250cc main on Saturday took him out of contention.

FRIDAY NIGHT

The battle in the 125cc main event wasn't easy, and at times wasn't pretty as Buehl took the lead but only held off Gaddis for three laps. Gaddis blew by over the triple/double section, but two laps later Buehl slipped by on the inside as the leaders encountered Greg Rand, who was a lap down after a first-turn crash. Shawn Morgan was holding third, fighting off continual attacks by Palmer while Mark Morris tried valiantly to hold off Cooper, who found his way around Morris in the whoops and then past Palmer.

Although there was a lot of action going on through the 14-rider field, Buehl and Gaddis ran nip and tuck while battling for the lead at every turn with Buehl holding his advantage time and time again.

Then the crowd was brought to its feet when Buehl and Gaddis collided in the sweeper turn before the big infield double jump, with both riders going down; Gaddis had pulled up to within inches of Buehl through the whoops but was just a little hot coming into the turn, catching Buehl's rear wheel and causing the crash. Buehl was the first to remount after getting the bikes apart and was able to hold on to the lead. Gaddis wasn't as fortunate as Morgan, Cooper and Palmer all came by.

Gaddis could only move up one position after Morgan fell on the white-flag lap and dropped out. Buehl took the win followed by Cooper and Palmer. Gaddis had to settle for fourth with Andy Bowyer rounding out the top five.

After the up-and-down battles in the 125cc class, the 250cc main event seemed fairly tame. Buehl again took the holeshot with Gaddis pressing him. Cooper, Palmer and Todd DeHoop were close behind, but the pace the top two set was fast enough to keep them out front. Even so, Palmer and Cooper provided excitement as they flew over the jumps side by side several times with Palmer closing the door in Cooper's face in the turns. Cooper would regain ground in the whoops even though Palmer skimmed through them almost effortlessly.

Gaddis tailed Buehl for well over half the 20-lap race, but as the two came into lapped traffic, Gaddis was able to triple past Buehl while Buehl had to double to avoid another rider. Gaddis went on to win, Buehl was second and Palmer third. Cooper and DeHoop completed the top five.

SATURDAY NIGHT

Buehl was first off the line in the 125cc main while Gaddis was forced to come through the pack after a poor start. Palmer held second, but Buehl already had a fairly comfortable lead. Gaddis made his way around Morris by outbraking him into a turn. Cooper and DeHoop powered their Suzukis past Morris and then began a battle of their own.

Gaddis continued to stalk Palmer for the runner-up spot and finally found his way around late in the race as he tucked underneath the former factory KTM rider in a turn.

Buehl had smooth sailing out front as only two riders were lapped during the entire race, leaving the track clear until the last two laps. DeHoop and Cooper banged bars several times, but DeHoop held on until the white flag when Cooper squared the turn coming back into the start area and blasted ahead.

Buehl took his second win of the weekend with Gaddis getting the bridesmaid spot. Palmer was third, Cooper fourth and DeHoop fifth.

The 250cc main event was an "edge of the seat" affair from start to restart to finish. Cooper grabbed the holeshot with Buehl, Gaddis, Bowyer and Palmer in tow. Buehl and Gaddis were banging bars behind Cooper, each knowing they couldn't let him slip too far ahead or there would be no chance to catch him.

Buehl hit a hay bale with his rear tire as he slid through the right-hander into the triple but was able to hold off Gaddis' charge and even pull ahead slightly before the two got close again after the big double. Gaddis tucked underneath on the next turn and was able to triple while Buehl had to take a different line and could only double the obstacle. Gaddis pulled up to Cooper quickly, and suddenly there was a race for the lead again.

Behind the top three, Palmer and

DeHoop waged war. Palmer held off DeHoop only to have DeHoop battle past before they hit the triple/double in unison. DeHoop found his advantage in an inside line through the next turn, but that advantage lasted only one lap as Palmer reclaimed the advantage through the whoops. Palmer then shot off the rear of his bike on lap seven as he looped out over the double and landed butt-first while his bike continued on into the hay bales.

The race was red-flagged to safely allow the medical personnel to get Palmer off the track, and the riders were restarted single file according to their position on the lap previous to the crash. Cooper was in front with Gaddis, Buehl, DeHoop and Doug Stone second through fifth. Though Cooper was ahead on the restart, Gaddis put on immediate pressure while Buehl couldn't seem to get his rhythm. DeHoop got by Stone and Buehl over the triple/double, knocking Buehl back to fifth place.

Gaddis continued to pressure Cooper but finally seemed to settle into second. Buehl finally regained and pulled within striking distance of DeHoop. Buehl blew down the straightaway and outbraked DeHoop to take over third as Cooper took the win with Gaddis second, to the delight of the crowd.

"I tried to get Coop early, but I just couldn't," Gaddis said. "Coop was riding really good and I was just thinking that Coop isn't riding the whole series, and I am. So I just settled into second and kept my points lead."

"Us old guys have to really work hard and Jimmy made me work really hard for this win," Cooper said. "But I could hear all of you cheering. That's what's so fun about arenacross racing... I can hear you cheering for me."

But it was a somewhat disappointed Buehl who took to the podium after finishing third.

"Why couldn't we have gone 30 laps?" Buehl said. "I was really just getting started after that restart when the race was over. Jimmy still has the points lead even though I won twice this weekend and he only won once. I get two points ahead, then go two points back. Oh, well, that's racing." CN

Kansas ExpoCentre
Topeka, Kansas
Results: January 26-28, 1996 (Round 7 of 12)

Friday

125 PRO: 1. Jeromy Buehl (Kaw); 2. Guy Cooper (Suz); 3. Cliff Palmer (Suz); 4. Jimmy Gaddis (Kaw); 5. Andy Bowyer (Kaw); 6. Brad Woolsey (Kaw); 7. Brian Stone (Kaw); 8. Mark Morris (Suz); 9. Shawn Morgan (Kaw); 10. Cliff Adoptante (Hon); 11. Andy Atkins (Kaw); 12. Trey Owens (Kaw); 13. Charley Bogard (Suz); 14. Greg Rand (Hon).

250 EX: 1. Jimmy Gaddis (Kaw); 2. Jeromy Buehl (Kaw); 3. Cliff Palmer (Suz); 4. Guy Cooper (Suz); 5. Todd DeHoop (Suz); 6. Charley Bogard (Suz); 7. Andy Bowyer (Kaw); 8. Brad Woolsey (Kaw); 9. Mark Morris (Suz); 10. Doug Stone (Kaw); 11. Shawn Morgan (Kaw); 12. Brandon Lacey (Suz); 13. Trey Owens (Kaw); 14. Greg Rand (Hon).

Saturday

125 PRO: 1. Jeromy Buehl (Kaw); 2. Jimmy Gaddis (Kaw); 3. Cliff Palmer (Suz); 4. Guy Cooper (Suz); 5. Todd DeHoop (Suz); 6. Greg Rand (Hon); 7. Charley Bogard (Suz); 8. Shawn Morgan (Kaw); 9. Brad Woolsey (Kaw); 10. Andy Bowyer (Kaw); 11. Brandon Lacey (Kaw); 12. Brian Stone (Kaw); 13. Scott Mericle (Hon); 14. Mark Morris (Suz).

250 PRO: 1. Guy Cooper (Suz); 2. Jimmy Gaddis (Kaw); 3. Jeromy Buehl (Kaw); 4. Todd DeHoop (Suz); 5. Doug Stone (Kaw); 6. Shawn Morgan (Kaw); 7. Andy Bowyer (Kaw); 8. Brian Stone (Kaw); 9. Greg Rand (Hon); 10. Brandon Lacey (Kaw); 11. Brad Woolsey (Kaw); 12. Charley Bogard (Suz); 13. Cliff Palmer (Suz); 14. Mark Morris (Suz).

PJ1 Super Arenacross Series Points Standings (After 7 of 12 rounds): 1. Jimmy Gaddis (479/7 wins); 2. Jeromy Buehl (465/8); 3. Cliff Palmer (360/1); 4. Todd DeHoop (324); 5. Shawn Morgan (265); 6. Brad Woolsey/Andy Bowyer (225); 8. Guy Cooper (203/3); 9. Grayson Goodman (193); 10. Mark Morris (151); 11. Charlie Bogart (148); 12. Chad Pederson (126/2); 13. Greg Rand (126); 14. Trey Owens (117); 15. Clifford Adoptante (97); 16. Mike Jones (68/2); 17. Denny Stephenson (67); 18. Isaiah Johnson (59); 19. Scott Sheak (58); 20. Brandon Lacey (57).

Upcoming Rounds:
Round 8 - Winston-Salem, NC, February 2-4
Round 9 - Milwaukee, WI, February 9-11

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2:00 p.m All Vets
7:00 p.m. Night Race

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1:00 p.m. Classic/Vintage/Sidewcar
2:30 p.m. All 250cc/500cc

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Final Round: Gatorback Cycle Park

Skinnin' the gator

(Left) Ricky Horton (38) and Ron Tichenor (4) split the Pro-class wins at the final round of the Florida Winter AMA MX Series at Gatorback. Horton topped the 250cc class and Tichenor the 125s. (Below) Shane O'Conner slides out in front of the 125cc A class. Robbie Skaggs (44) emerged victorious.

By Mike and Anne Adair

GAINESVILLE, FL, JAN. 27-28

Suzuki-mounted Ron Tichenor and Team Green's Robbie Horton rolled to the 125 and 250cc Pro-class wins in the final round of the Florida Winter AMA MX Series at Gatorback Cycle Park, but it was Tichenor who left Florida with both Pro-class championships.

For his efforts, Tichenor was awarded the J.D. Collins Memorial Award for his series victory.

"I am proud to win this award in J.D.'s honor," Tichenor said. "It is very sad when something happens to one of us. We all love racing, but every time we get on a track we realize the risk that is involved. My thoughts are with his family today."

Horton, meanwhile, earned the respect of the crowd in the final 250cc moto by holding off a determined Tichenor for the last 20 minutes of the race.

"I tried to stay smooth and enjoy the race," Horton said later. "It worked!" Horton had finished second in the opening moto.

Earl May topped his Vet Pro adversary Pat Barton in both motos, but it wasn't enough as Barton held the slimmest of point leads to take the championship.

"Barton was strong throughout the series," May admitted. "I wish I had ridden this well in every race."

Scott Carter led the first 125cc Pro moto ahead of Tony Lorusso, Mike Treadwell, Tichenor, Anthony Pocorobba, Jeff Curry and Shane Slother.

"I got my wrist out of a cast two weeks ago and this is the first race that I felt up to speed," Carter said later.

Carter's Manchester Honda led for four laps as Tichenor moved past Lorusso and moved up to challenge for the lead. "Carter was riding really fast," Tichenor said. "I wasn't really on and couldn't put in two laps in a row without a mistake."

Pocorobba added: "I was in fourth and gaining when Tichenor put a block pass on Carter. Both Carter and Lorusso slowed, and I passed them both at the same time."

Pocorobba reeled in Tichenor, but couldn't make the pass. Pocorobba said: "I tried yelling at him, but I guess that he just laughed at me."

Tichenor responded, saying, "Pocorobba always yells. I just ignore it." Tichenor collected the win ahead of Pocorobba, Barry Carsten, Lorusso and Carter.

Keith Johnson led moto two with Tichenor, Curry, Austin Squires, Treadwell, Lorusso and Carsten in good position. Johnson was passed by Tichenor and faded after that, his conditioning suffering somewhat after missing three weeks due to a shoulder injury.

Curry moved past Johnson into the second position on lap four.

"It was nice to get a good start," Curry said. "Ronnie (Tichenor) was way out front, so I tried to ride in control and held onto second."

Tichenor took his eighth straight 125cc moto win ahead of Curry, Treadwell, Pocorobba and Carsten. The opening 250cc moto saw series newcomer Jim Neese battling for the early lead with Tichenor, Scott Carter, Robbie Horton and Pocorobba. Tichenor took the lead, but Neese's Jim's Cycle Sales Honda was pushing to take over.

"I tried to pass Ronnie several times and thought that my speed was good enough to win," Neese said later. "I started making too many mistakes; I've been riding all indoors this season and it shows."

Tichenor rode to an easy win, well clear of Horton, Pocorobba, and Neese.

"I was third on the start, tried to stay smooth and cool," Horton said. "Pocorobba pushed me hard at the end. My bike is set up for supercross, but it worked pretty well here."

Horton rode his finest race of the series in the final moto, starting with a holeshot ahead of Neese, Tichenor, Lorusso, Pocorobba, Treadwell, Gene Naumec and Justin Jackson. Tichenor moved in behind Horton and dogged him for the entire 25-minute moto.

"Horton was awesome. Every time that I came up on him he grabbed more throttle and held me off," Tichenor said. "He wouldn't make any mistakes, and it came down to the elevator jump. He was clearing it every lap and gaining on me. I avoided it, because it bit me last year and scares me. I had to start going for it on the last laps."

"I twisted the throttle so hard that I must have spun the grip around," Horton admitted.

While the drama played out for the lead, Neese locked into third and Treadwell moved past Lorusso and Pocorraba to hold down fourth.

On the white-flag lap, Tichenor soared over the top, but blew the following berm, falling out of Horton's range. He could only watch as Horton earned the moto win and the overall.

Ricky Palmer played spoiler by leading Kevin Knight, May and Pat Barton in the opening Vet Pro moto. May passed Knight over the grandstand doubles, reeled in Palmer and put the moto away.

"We raced over 15 minutes, and I was ready for that checkered flag," May said. "It didn't come a bit to soon."

May led the final moto flag-to-flag for the overall win, but Barton moved into second by moto's end to claim the series championship.

In Saturday's program, Pocorobba won series titles in both 125cc A and 250cc A classes with a rapidly moving front turning a hard, fast track into a mud bog by the second moto. "Robbie Skaggs was on the gas and won the 125cc A class today," Pocorobba said. "My closest series battle was with Robbie Horton in the 250cc A class."

Pocorobba trailed Horton in moto one, but clinched the title with a final moto win.

Both Ricky Renner and Davi Milsaps swept their respective 50cc motos to earn championships. James Stewart earned double championships in both 7-11 divisions. The 65cc class was a cakewalk, but in the 85cc final moto Stewart dumped his holeshot in front of the pack. He got up last, but hustled back to second behind Gene Stull at moto's end.

Brandon Jesseman scored 85cc (12-13) and Super Mini wins at the final round. Chad Johnson's second moved him ahead of Aaron Lindsey for the class title.

Matt Walker was impressive in claiming both 85cc (14-15) and Super Mini-class championships. Walker recovered from a dislocated shoulder in the first Super Mini moto to win the final moto. Ernesto Fonseca topped the 125cc (12-15) championship.

May carded series wins in both 25+ A and 30+ A classes. "Barry Carsten was gone in the first 25+ A moto, but I got a better start and passed him in the second," May said. May waltzed with Pat Barton in both 30+ A motos before winning the pair.

George Singler started the day tied with Terrell Welborn in a close 50+ battle. Singler lost the overall to Frank Carillo, but topped Welborn for the overall by winning the last moto.

Marcus Pedrero, who works in his family's painting business used, a yellow Suzuki to claim the 25+ B-class championship.

Team Green Kawasaki's rising star Ricky Carmichael swept the 125cc B, 250cc B and 16-24 classes with style in his second week back from surgery. His worthy competitors - Shae Bentley and Nicholas Wey - took the 125cc B and 250cc B championships, though.

Jessie Fleming's domination of the 125cc C and 250cc C championships was amazing considering that he retired from racing eight years ago while still in the 65cc class. Johnny Borders had fun finishing the 35+ A class second to John Lundy and winning the 40+ A class. Borders won his first race at Gatorback in 1972. Borders said with a smile: "I won both the 125 and 250cc Pro classes on Bultacos. Look for me at the Winter AMA Series next year, too." CN

Gatorback Cycle Park
Gainesville, Florida
Results: January 27-28, 1996

125 PRO: 1. Ronnie Tichenor (Suz); 2. Anthony Pocorobba (Suz); 3. Barry Carsten (Suz); 4. Jeff Curry (Suz); 5. Tony Lorusso (Hon); 6. Davey Yezek (Suz); 7. Scott Carter (Hon); 8. Keith Johnson (Kaw); 9. Jeff Janssen (Yam); 10. David Krotz (Suz).

250 PRO: 1. Robbie Horton (Kaw); 2. Ronnie Tichenor (Suz); 3. Jim Nuse (Hon); 4. Anthony Pocorobba (Suz); 5. Barry Carsten (Suz); 6. Jeff Curry (Suz); 7. Michael Treadwell (Suz); 8. Gene Naumec (Yam); 9. Travis Blackburn (Kaw); 10. Tony Lorusso (Hon).

VET PRO: 1. Earl May (Kaw); 2. Pat Barton (Suz); 3. Kevin Knight (Hon); 4. Bobby Wilson (Kaw); 5. John Lundy (Hon).

125 A: 1. Robbie Skaggs (Kaw); 2. Barry Carsten

(Suz); 3. Anthony Pocorobba (Suz); 4. Brock Sellards (Kaw); 5. Shane O'Connor (Hon).

250 A: 1. Anthony Pocorobba (Kaw); 2. Robbie Horton (Kaw); 3. Robbie Skaggs (Kaw); 4. Brock Sellards (Kaw); 5. Shane O'Connor (Hon).

P/W (4-6): 1. Ricky Renner (KTM); 2. Daniel Lvautey (KTM); 3.Dean Dvess (LEM); 4. Jonathan Camp (KTM); 5. Cory Thompson (KTM).

P-W (7-8): 1. Davi Milsaps (Cob); 2. Kyle Chrisholm (Cob); 3. Jeffrey Lucido (Cob); 4. Philip Hewett (Cob); 5. Kyle Our (Cob).

65 (7-11): 1. James Stewart (Kaw); 2. Nathan Davenport (Kaw); 3. Matthew Goerke (Kaw); 4. Zachary Lundy (Kaw); 5. Andrew Matusek (Kaw);

85 (7-11): 1. Gene Stull (Suz); 2. James Stewart (Kaw); 3. Chaz Northey (Suz); 4. Dan Tryman (Kaw); 5. Mathan Davenport (Kaw).

85 (12-13): 1. Branden Jesseman (Suz); 2. Chad Johnson (Suz); 3. Robert Farnell (Yam); 4. Aaron Lindsey (Kaw); 5. Troy Adams (Suz).

85 (14-15): 1. Matt Walker (Yam); 2. Jesse Adams (Suz); 3. Mike Stevenson (TM); 4. Derrick McKinley (Kaw); 5. Mark Taylor (Suz).

S/MINI: 1. Branden Jesseman (Suz); 2. Aaron Lindsey (Kaw); 3. Oscar Medirano (Kaw); 4. James Stewart (Kaw); 5. Chad Johnson (Suz).

125 (12-15): 1. Nick Wey (Kaw); 2. Brad Cannon (Yam); 3. Aaron Lindsey (Kaw); 4. Ernesto Fonseco (Yam); 5. Randy Doviak (Suz).

16-24: 1. Ricky Carmichael (Kaw); 2. Shae Bentley (Kaw); 3. Jason Thomas (Hon); 4. Jeff Nerlander (Hon); 5. Alex Milot (Hon);

25+ A: 1. Barry Carsten (Suz); 2. Earl May (Kaw); 3. Matthew Crown (Yam); 4. Pat Barton (Suz); 5. John Lundy (Hon).

30+ A: 1. Earl May (Kaw); 2. Patrick Barton (Suz); 3. John Lundy (Suz); 4. Bobby Wilson (Kaw); 5. Nicholas Dupree (Kaw).

35+ B: 1. John Lundy (Suz); 2. Johnny Borders (Kaw); 3. Eric Harvey (Yam); 4. David Bowman (Suz); 5. Willis Brock (Hon).

40+: 1. Johnny Borders (Kaw); 2. Ken Frankenbery (Hon); 3. David Clemence (Kaw); 4. Chris Douthill (Hon); 5. Gary Peak (Hon).

50+: 1. Frank Carillo (Hon); 2. George Corwin (Hon); 3. George Singler (Hon); 4. Terrell Welborn (Suz); 5. Charles Wicker (Suz);

25+: 1. Marcus Pedrero (Suz); 2. Steve Dumond (Yam); 3. Mark Beamer (Suz); 4. Rodney Reber (Yam); 5. Barrett Duchscher (Kaw).

30+ B: 1. Mark Beamer (Suz); 2. Timothy Eggers (Suz); 3. David Bowman (Suz); 4. Willis Brock (Hon); 5. Lee Welker (Suz);

125 B: 1. Ricky Carmichael (Kaw); 2. Nicholas Wey (Kaw); 3. Ernesto Fonseca (Yam); 4. Shae Bentley (Kaw); 5. Jason Thomas (Hon).

250 B: 1. Ricky Carmichael (Kaw); 2. Nicholas Wey (Kaw); 3. Jason Thomas (Hon); 4. Kurt Sims (Kaw); 5. Jose Arce (Yam).

500 NOV: 1. Jeff Killion (Hon); 2. Chris Shortridge (Hon); 3. David Kuxhausen (Hon); 4. Mark Bazinet (Kaw); 5. Barney Lee (ATK).

125 C: 1. Jesse Fleming (Hon); 2. Shaun Pettit (Kaw); 3. Andre Boloni (Suz); 4. Buckley Schuler (Suz); 5. Jim Prevatte (Yam).

250 C: 1. Jesse Fleming (Hon); 2. Sheldon McVay (Kaw); 3. Kevin Bendle (Kaw); 4. Roger Thayer (Kaw); 5. Michael Hope (Hon).

125 PRO C'SHIP: 1. Ronnie Tichenor; 2. Tony Lorusso; 3. Anthony Pocorobba; 4. David Kratz; 5. Robbie Skaggs

250 PRO C'SHIP: 1. Ronnie Tichenor; 2. Michael Treadwell; 3. Robbie Horton; 4. Anthony Pocorobba 5. Robbie Skaggs.

VET PRO C'SHIP: 1. Pat Barton; 2. Earl May; 3. Kevin Knight; 4. Bobby Wilson; 5. Lee McElvaine.

125 A: 1. Anthony Pocorobba; 2. Robbie Skaggs; 3. Shane O'Conner; 4. Robbie Horton; 5. Jarrett Tipping.

250 A C'SHIP: 1. Anthony Pocorobba; 2. Robbie Horton; 3. Robbie Skaggs; 4. Shane O'Conner; 5. Jarrett Tipping.

P/W (4-6) C'SHIP: 1. Ricky Renner; 2. Daniel Lyautey; 3. Dean Dyess; 4. Jonathan Camp; 5. Tony Rhoneeli.

P/W (7-8) C'SHIP: 1. Davi Millsaps; 2. Kyle Chisholm; 3. Philip Hewett; 4. Jeff Lucido; 5. Jimmy Keys.

65 (7-11) C'SHIP: 1. James Stewart; 2. Nathan Davenport; 3. Matthew Goerke; 4. Davi Millsaps; 5. Bryan Johnson.

85 (7-11) C'SHIP: 1. James Stewart; 2. Gene Stull; 3. Chaz Northey; 4. Dan Truman; 5. Don McGourty.

85 (12-13) C'SHIP: 1. Chad Johnson; 2. Aaron Lindsey; 3. Brandon Jesseman; 4. Oscar Medrano; 5. Joshua Faustino.

85 (14-15) C'SHIP: 1. Matt Walker; 2. Jessie Adams; 3. Derrick McKinny; 4. Michael Stevenson; 5. Greg Herndon.

S/MINI C'SHIP: 1. Matt Walker; 2. Aaron Lindsey; 3. Tony Medrano; 4. Chad Johnson; 5. Jon Boy Mank.

125 (12-15) C'SHIP: 1. Ernesto Fonseca; 2. Brad Cannon; 3. Aaron Lindsey; 4. Kyle Farnell; 5. Cory Willey.

16-24 C'SHIP: 1. Shae Bentley; 2. Joey Belmont; 3. Jose Arce; 4. Michael McAnelly; 5. Travis Willis.

25+ A C'SHIP: 1. Earl May; 2. Kevin Knight; 3. Barry Carsten; 4. Matthew Crown; 5. Pat Barton.

30+ A C'SHIP: 1. Earl May; 2. Kevin Knight; 3. Bobby Wilson; 4. Pat Barton; 5. Lee McElvaine.

35+ C'SHIP: 1. Willis Brock; 2. Bob Riker; 3. David Clemence; 4. John Kiley; 5. Dennis Rokosky.

40+ C'SHIP: 1. David Clemence; 2. Chris Douthill; 3. Dave Curry; 4. Dennis Rokosky; 5. Ken Frankenberry.

50+ C'SHIP: 1. George Singler; 2. Terrell Welborn; 3. Len Edger; 4. Robert Darden; 5. Ted Shortridge.

25+ C'SHIP: 1. Marcus Pedrero; 2. Steve Dumond; 3. Mark Beamer; 4. Timothy Baker; 5. Bryan Abel.

30+ B C'SHIP: 1. Mark Beamer; 2. Willis Brock; 3.Tim Eggers; 4. Sam Redmond; 5. Bob Riker.

125 B C'SHIP: 1. Shae Bentley; 2. Jason Thomas; 3. Ernesto Fonseca; 4. Marcus Pedrero; 5. Brad Cannon.

250 B C'SHIP: 1. Jason Thomas; 2. Scott Lamb; 3. Jose Arce; 4. Steve Dumond; 5. Joey Belmont

500 NOV C'SHIP: 1. David Kuxhausen; 2. Mike McConville; 3. Chris Shortridge; 4. Mark Bozinet.

125 C C'SHIP: 1. Jesse Fleming; 2. Roger Thayer; 3. Shawn Pettit; 4. Andrei Boloni; 5. Chris Taylor.

250 C: 1. Jesse Fleming; 2. Kevin Bendle; 3. Sheldon McVay; 4. Roger Thayer; 5. Dave Curry.

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Randy Rush put together 2-1 moto finishes to win the Vet Novice division during the Blockbuster Pavilion MX at Glen Helen Raceway.

Rush gains big at Blockbuster Motocross

By Robert Van Damme

SAN BERNARDINO, CA, JAN. 28

Randy Rush came out to Glen Helen Raceway to compete in the second round of the Blockbuster Pavilion MX Series on Superbowl Sunday and went home a winner in the Vet Novice division.

Riders came out from Colorado, Arizona, and British Columbia to compete with the locals the day after the Anaheim Supercross. Rain the night before greeted the riders with a wet and muddy track as Pete Jenkins pulled the holeshot in the first moto. Following him out of the first turn were Jeff Eary, Rush and David Barnes.

Jenkins was able to pull an immediate five-second lead as the other riders struggled to find the best lines on the track. Rush moved into second when Eary went wide into a corner after "Animal Leap." Rush then started to whittle away at Jenkins' lead. Barnes stumbled going into the right-hander leading into the canyon and surrendered his position to Jermaine Calhoun. Then Eary fell down, moving Calhoun to third while Randy Paulin got by Barnes for fourth.

The third lap saw more changes as Calhoun went down in the mud, moving Paulin up one spot. But Paulin didn't like third either and he went down. Lappers played a role in letting Rush catch up and pass Jenkins for the lead coming into the infield.

Just when Rush thought he had it made, he found some more lappers in front of him as they made their way to the north part of the course.

"There were some lappers and the inside line was the best line, but there was two guys," Rush said. "So, I just tried to hold it wide open and sweep around the outside of the mud and he (Jenkins) snuck underneath me and got by me."

It took a few more corners to get by the lappers. Jenkins went right in between them before "Sky Jump." Rush was not as fortunate, as it took him half a lap to get by both lappers. That was all that Jenkins needed to break away for the win. Rush was second, followed by Barnes, Eary, Kris Goolsby and Calhoun.

The sun came out and dried the track a little as Rush pulled the holeshot for the second moto. Gary Harada was right behind Rush coming into the scoring section, but he fell in the corner, handing second over to Barnes followed by Jenkins, Eary, and Greg Giddings.

"I knew someone was on my tail for a little while, but I just tried to ride smooth and be consistent," said the leader Rush. Jenkins was starting to make up some ground on Barnes when he went into the banners at the scoring section but was able to retain third as he was ahead of Eary.

On the fourth lap, Eary, who was in his fourth moto of the day, pulled off the track with a dead bike.

"I ran out of gas," Eary said, as he came by pushing his steed.

The checkered flag came out with the Poway Honda/JT Racing/Kolors Colors-sponsored Rush taking the win and the overall victory, followed by Barnes, Jenkins, Giddings and Harada.

Results

SR EX/INT: 1. Greg Williams (Hon); 2. Chuck Duran (Suz); 3. Clement Moore (Suz); 4. Alan Kent (Yam); 5. Monte Lee (Yam).

SR BEG: 1. Tim Williams (Hon); 2. Nestor Sanchez (Kaw); 3. Steve Cobb (Suz).

VET EX: 1. Chad Blough (Hon); 2. Ted Devol (Hon); 3. Brian Renshaw (Kaw).

VET NOV: 1. Randy Rush (Hon); 2. Pete Jenkins (Hon); 3. David Barnes (Hon); 4. Kris Goolsby (Kaw); 5. Jeff Eary (Suz).

VET BEG: 1. Isaac Lopez (Hon); 2. Rick Huth (Yam); 3. Michael Hubbard (Hon); 4. Tim Williams (Kaw); 5. Glenn H. Morris (Yam).

JR VET INT/NOV: 1. Mark Higham (Yam); 2. Jeff Eary (Suz); 3. Mondo Duran (Suz).

250 PRO: 1. Dag Boyesen (Suz).

250 INT: 1. Mark Higham (Yam); 2. George Merry (Yam).

250 NOV: 1. Kevin Guthrie (Kaw); 2. Zack Mikinbey (Hon).

250 BEG: 1. Ernie Sanchez (Yam); 2. Jason Heagstedt (Yam); 3. Scott Guthrie (Hon); 4. Josh Lonz (Hon); 5. Adam Dominguez (Hon).

125 INT: 1. Danny Montoya (Suz); 2. Scott Meyer (Kaw); 3. Tyson Taylor (Hon).

125 NOV: 1. Cory Gibbons (Hon); 2. Jeff Peavler (Hon); 3. Chris Thompson (Suz); 4. Brian Barker (Suz); 5. Ryan Orr (Yam).

125 BEG: 1. William Zeigler (Yam); 2. Garth Tarlow (Suz); 3. Dave Riley (Suz); 4. Travis Frink (Kaw); 5. Mark Wickham (Suz).

80 INT: 1. Doug Leavitt (Kaw); 2. Dayton Murphy (Suz).

80 NOV: 1. Matt Condon (Yam); 2. Landon Robbin (Suz); 3. Jason Jeffrey (Yam); 4. Miguel Jauregui (Suz).

80 BEG: 1. Jason Terry (Yam); 2. Brad Huth (Kaw); 3. Ty Renshaw (Kaw); 4. Terry Hamric (Yam); 5. Vincent Benavides (Hon).

60 (9-11): 1. David Moreno (Kaw); 2. Bryan Huth (Kaw); 3. Ryan Weber (Kaw); 4. Adam Benavides (Kaw).

60 (0-8): 1. Jared Minor (Kaw); 2. Justin Workman (Kaw); 3. Sean Borkenhagen (Kaw); 4. Robert Goolsby (Kaw).

P/W (7-8): 1. Sean Borkenhagen (KTM); 2. Damien Lopez (Yam); 3. Andrew Yarnell (Yam).

Demuth's da man at Marion Indoor Motocross

By Carl Davis

MARION, OH, JAN. 13-14

Local boy Josh Demuth was a consistent front-runner when the American Motosports Association kicked off the 1996 racing season with its fourth annual AMA-sanctioned Ohio Indoor Championship Series inside the Marion Coliseum.

Demuth made the most of being close to home throughout the weekend during the 125 and 250cc Pro action. Round one started with the 125cc A battle royal as Demuth put his Yamaha into the lead while defending series champion Chuck Reed quickly moved into third place to pressure Kawasaki-mounted Josh Sweat, with former factory Yamaha star Keith Bowen on the move as well. Sweat crashed out at the midpoint with mechanical problems after challenging for the lead to allow Bowen to move in on Reed, who wicked it up a notch to close in on Demuth in the final laps. But Demuth held on to win while Reed finished second and Bowen third.

Sunday's 125cc A race also featured intense racing, but this time Chuck Reed was in complete control as he put his F&S-sponsored Suzuki out front to lead wire-to-wire with Tommy Collier's Suzuki close on his rear fender to claim second overall. Jake Davis motored to third.

In Saturdays 250cc A main, Demuth battled with Bowen as the duo pulled away from the rest of the pack. Demuth led for 11 laps, but on the white-flag lap, Bowen made an aggressive pass, coming off the triple to muscle his way into the lead and win. John Davis held onto third for most of the moto only to be passed by Reed as he was blitzing through the pack after a bad start.

Superfast older guy Mike Morgan blasted into the lead in Sunday's 250cc A main and had things dialed to take the win. Demuth had another consistent ride, holding off Bowen for second overall.

Results

Saturday

125 PRO: 1. Joshua Demuth (Yam); 2. Chuck Reed (Suz); 3. Keith Bowen (KTM); 4. Tommy Collier (Suz); 5. Vince Karnow (Kaw).

250 PRO: 1. Keith Bowen (KTM); 2. Joshua Demuth (Yam); 3. Chuck Reed (Suz); 4. John Davis (Hon); 5. Adam Martin (Hon).

MICRO (4-6): 1. Zack Ames (KTM); 2. Eric Browning (KTM); 3. Garret Gatrell (KTM); 4. Matthew Spaulding (LEM); 5. Tyler Maxel (KTM).

MICRO (7-8): 1. Jared Burgess (LEM); 2. Kenneth Nichols (Cob); 3. Liam Murphy (Cob); 4. Jacob Mohney (LEM); 5. Jeff Mort (Cob).

65 (7-11); 1. Christopher Whitcraft (Kaw); 2. Willy Browning (Kaw); 3. Michael Willard (Kaw); 4. Dillon Rhoades (Kaw); 5. Tim Hollenbeck (Kaw).

80 (7-11): 1. Gavin Gracyk (Kaw); 2. Derek Sturgell (Kaw); 3. Chris Whitcraft (Suz); 4. K.A. Willard (Hon); 5. Bill Lichtle (Yam).

80 (12-13): 1. Jeff Gibson (Kaw); 2. David Whitcraft (Suz); 3. Trevor Moriva (Hon); 4. Derrick Dewitt (Hon); 5. Tiffany Reed (Kaw).

80 (14-15): 1. C.J. Leach (Yam); 2. Amanda Mastin (Suz); 3. Mikey Tumblom (Suz); 4. Ryan Caudill (Hon); 5. Jesse Fielding (Hon).

125 SB: 1. Jeff Gibson (Kaw); 2. Tim Stroyne (Hon); 3. Ian Hammond (Suz); 4. Casey Wood (Kaw); 5. Jason Herman (Kaw).

125C: 1. Jason Herman (Kaw); 2. Mike Dauch (Hon); 3. David Dell (Yam); 4. Todd Goodyear (Suz); 5. J.D. Eicher (Hon).

125 B: 1. Pat Thrall (Hon); 2. Tim Stroyne (Hon); 3. Joey Ballinger (Hon); 4. Justin Story (Hon); 5. Darrell Pitsinger (Hon).

250 C: 1. Jeremy Lutz (Hon); 2. Ryan Tow (Hon); 3. Rich Berwager (Kaw); 4. Joey Lewis (Yam); 5. Dan Gardner (Yam).

250 B: 1. Joey Ballinger (Hon); 2. Rich Scott (Hon); 3. Jeremy Jones (Hon); 4. Kristian Halley (Yam); 5. Brad Dixon (Kaw).

500: 1. Mike Russell (Hon); 2. Steve Anneshansley (Hon); 3. Carl Davis (Kaw); 4. Charlie Huegel.

16-24: 1. Pat Thrall (Hon); 2. Justin Story (Hon); 3. Jason Cooper (Suz); 4. Will Wilson (Suz); 5. Darrell Pitsinger (Hon).

25+: 1. Chuck Nicholson (Suz); 2. Mike Hogan (Hon); 3. Brian Campbell (Hon); 4. Brad Hess (Hon); 5. Steve Anneshansley (Hon).

30+: 1. Chuck Nicholson (Suz); 2. Gerry Bennett (Hon); 3. Charlie Huegel; 4. Steve Anneshansley (Hon); 5. James Adams (Hon).

40+: 1. Gerry Bennett (Hon); 2. Carl Davis (Kaw); 3. Nelson Hill (Yam); 4. Jim Adams (Hon); 5. Doug Shultz (Kaw).

WMN: 1. Kim Leach (Hon); 2. Melody Campbell (Hon); 3. Tiffany Reed (Hon); 4. Amanda Mastin (Suz); 5. Casey Rinker (Hon).

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Sunday

125 PRO: 1. Chuck Reed (Suz); Tommy Collier (Suz); 3. Jake Davis (Hon); 4. Vince Karnow (Kaw); 5. Chan Coon (Hon).

250 PRO: 1. Mike Morgan (Yam); 2. Joshua Demuth (Yam); 3. Keith Bowen (KTM); 4. Vince Karnow (Kaw); 5. Adam Marlin (Hon).

MICRO (4-6): 1. W.B. Wilson (LEM); 2. Zach Ames (KTM); 3. Eric Browning (KTM); 4. Garret Gatrell (KTM); 5. Ron Mitchell (KTM).

MICRO (7-8): 1. Jared Burgess (LEM); 2. Liam Murphy (Cob); 3. Jeff Mort (Cob); 4. Kenn Nichols (Cob); 5. Jacob Mohney (LEM).

65 (7-11): 1. Willy Browning (Kaw); 2. Chris Whitcraft (Kaw). 3. Michael Willard (Kaw); 4. Jared Burgess (Kaw); 5. Dillon Rhoades (Kaw).

80 (7-1 1): 1. Derek Sturgell (Kaw); 2. Chris Whitcraft (Suz); 3. K.A. Willard (Hon); 4. Bill Lichtle (Yam); 5. Matt Barnes (Suz).

80 (12-13): 1. Jeff Gibson (Kaw); 2. Trevor Moriva (Hon); 3. Brandon Carr (Kaw); 4. Joshua Hamilton (Hon); 5.David Whitcraft (Suz).

80 (14-15): 1. C.J. Leach (Yam); 2. Amanda Mastin (Suz); 3. Charlie Paskins (Yam); 4. Mike Turnblom (Suz); 5. Ryan Caudill (Hon).

125 SB: 1. Jeff Gibson (Kaw); 2. Tim Stroyne (Hon); 3. Jason Herman (Kaw); 4. Ryan Lutz (Hon); 5. Ian Hammond (Suz).

125 C: 1. Matt Waitman (Hon); 2. Peter Conley (Hon); 3. Jason Herman (Kaw); 4. Josh Jones (Kaw); 5. Chris Ferguson (Suz).

125 B: 1. Mark Burkhart (Hon); 2. Tim Stroyne (Hon); 3. Will Wilson (Suz); 4. Todd Mouser (Kaw); 5. Bill Loy (Hon).

250 C: 1. Jeremy Lutz (Hon); 2. Rich Berwager (Kaw); 3. Adam Ross (Kaw); 4. Eric Taynor (Hon); 5. Dan Gardner (Yam).

250 B: 1. Mark Burkhart (Hon); 2. Todd Mouser (Kaw); 3. Joey Ballinger (Hon); 4. Barry Hall (Hon); 5. Greg Hubbs (Hon).

500: 1. Mike Russell (Hon); 2. Steve Anneshansley (Hon); 3. Charlie Huegel; 4. Carl Davis (Kaw); 5. Steve Pennington (Kaw).

16-24: 1. Mark Burkhart (Hon); 2. Barry Hall (Hon); 3. Jason Cooper (Suz); 4. Darrell Pitsinger (Hon); 5. Brian Schuette (Hon).

25+: 1. Mike Morgan (Yam); 2. Chuck Nicholson (Suz); 3. Mike Hogan (Hon); 4. Brian Campbell (Hon); 5. Greg Hubbs (Hon).

30+: 1. Chuck Nicholson (Suz); 2. Todd Flickinger (Kaw); 3. Kirk Jeffries (Suz); 4. Gerry Bennett (Hon); 5. Rich Spangler (Kaw).

40+: 1. Gerry Bennett (Hon); 2. Doug Shultz (Kaw); 3. Jim Adams (Hon); 4. Kevin Wilson (Suz); 5. Carl Davis (Kaw).

WMN: 1. Melody Campbell (Hon); 2. Kim Leach (Hon); 3. Tiffany Reed (Hon); 4. Amanda Mastin (Suz); 5. Casey Rinker (Hon).

Vincent claims first at Willow Springs Road Race

By Eric Vincent

ROSAMOND, CA, JAN. 20-21

Rain and wind made for unpredictable racing and gave Dean Vincent the first Toyota Gold Cup Formula One race victory of his career during the first round of Willow Springs Motorcycle Club action at Willow Springs International Raceway.

A heavy shower caused WSMC officials to suspend racing for almost two hours to allow the high-desert facility to dry off before putting the F-1 contenders on the track.

Chuck Graves was the fastest off the line with Curtis Adams running in second and Vincent initially third. Exiting turn nine to complete the first lap, Graves lost the front end on his motorcycle and crashed. That caused WSMC officials to red-flag the race and force a restart.

On the restart, Vincent took the holeshot on his Attack Performance-sponsored Yamaha with Adams again running second and Paul Harrell holding third and Ben Welch fourth. At the completion of lap four, Welch drafted and passed Harrell to move into third.

As the laps continued to click off, Adams was slowly closing the gap on Vincent. On the final lap, Adams was suddenly all over Vincent's rear tire and made several attempts to pass. Exiting turn nine, Adams tried drafting Vincent down the front straight, but Vincent twisted the throttle and came up with just enough horsepower to capture the race victory by half a bike length. That left Adams with second and Welch third.

In the Formula Two race, Robbie Dowie and Steve Teschke were the first to battle for the lead. Halfway into the first lap, Roland Sands moved up on the leaders and passed Dowie to move into second. Sands kept up the pressure on Teschke, and starting lap two, passed for the lead going through turn one. Sands went on to take the win followed by Teschke and Brian Garbellini.

Results

F-1: 1. Dean Vincent (Yam); 2. Curtis Adams (Yam); 3. Ben Welch (Yam); 4. Paul Harrell (Yam); 5. Glenn Szarek (Suz).

F-2: 1. Roland Sands (Yam); 2. Steve Teschke (Hon); 3. Brian Garbellini (Yam); 4. Clinton Whitehouse (Yam); 5. Walt Dorsch (Bue).

F-3: 1. Kevin Murray (Apr); 2. Roland Sands (Yam); 3. Wesley Totsubo (Hon); 4. Joel Hermoso (Yam); 5. Vicky Jackson-Bell (Suz).

F-40: 1. Larry Schnur (Duc); 2. John Hilton (Duc); 3. Steve Poore (Yam); 4. Stephen Hewitt (Hon); 5. David Molitor (Yam).

500 S/STK: 1. LaVaughn Montgomery (Yam); 2. Mark Stoner (Yam); 3. Ross Wells (Yam); 4. Tim Ragan (Yam); 5. Michael Shenoy (Yam).

600 S/STK: 1. Kenny Canedo (Suz); 2. Tokey Beck (Yam); 3. Troy Maturo (Hon); 4. Daniel Dietrich (Hon); 5. Robbie Dowie (Hon).

750 S/STK: 1. Ben Welch (Yam); 2. Dean Vincent (Yam); 3. Lance Holst (Yam); 4. Paul Mumford (Kaw); 5. Guy Celestre (Suz).

OPEN S/STK: 1. Jeff Stern (Suz); 2. Jason Catching (Suz); 3. Orlando Pablo (Suz); 4. Steve Poore (Yam); 5. Susan Zobler (Hon).

550 S/BK: 1. Ross Wells (Yam); 2. Mark Stoner (Yam); 3. Brian Long (Kaw); 4. Roger Baker (Yam).

650 S/BK: 1. Robbie Dowie (Hon); 2. Steve Teschke (Hon); 3. Stefan Johansson (Hon); 4. Tokey Beck (Yam); 5. Darrin Jacobson (Hon).

750 S/BK: 1. Paul Harrell (Yam); 2. Jerry Evans Jr. (Yam); 3. Lance Holst (Yam); 4. Dean Vincent (Yam); 5. Ben Welch (Yam).

OPEN S/BK: 1. Curtis Adams (Yam); 2. Chuck Graves (Suz); 3. Dean Vincent (Yam); 4. Peter Christensen (Suz); 5. Jerry Evans Jr. (Yam).

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(Top) Johnny Marley (90) locked up two class wins during the PJ1 Amateur Super Arenacross at the Lazy E Arena. (Above) Ed Smith (29) grabs the holeshot in the Up The Hill Junior class during the Salem Arenacross at the Salem Fairgrounds.

500 MOD PROD: 1. Ross Wells (Yam); 2. Mark Stoner (Yam); 3. Rocky Kabotsky (Yam); 4. Tim Ragan (Yam); 5. Reinaldo Ellin (Suz).

600 MOD PROD: 1. Robert Yampolsky (Hon); 2. Dave Campbell (Hon); 3. Kenny Canedo (Suz); 4. Stefan Johansson (Hon); 5. Robbie Dowie (Hon).

750 MOD PROD: 1. Ben Welch (Yam); 2. Lance Holst (Yam); 3. Paul Mumford (Kaw); 4. Rick Hoffman (Yam); 5. Kevin President (Yam).

OPEN MOD PROD: 1. Curtis Adams (Yam); 2. Orlando Pablo (Suz); 3. Bob Siebenhaar (Hon); 4. Jason Catching (Suz); 5. Steve Poore (Yam).

BOTT L/W: 1. Brian Long (Kaw); 2. Michael Chandos (Kaw); 3. Greg Talbot (Kaw); 4. John Sweeney (Kaw).

BOTT M/W: 1. Mike Voelker (Hon); 2. Michael Dube (Hon); 3. Mick Ofield (Duc); 4. Kurt Andrews (Duc); 5. Karl Goldshmidt (Hon).

BOTT H/W: 1. Larry Schnur (Duc); 2. Chris Mencher (Duc); 3. John Hilton (Duc); 4. Craig Cook (Duc); 5. Barry Shereshevsky (Duc).

500 SGL: 1. Danny Farnsworth (Hon); 2. Eric Sherrer (Hon); 3. Benjamin Morse (Hon); 4. Joseph Niederst (Hon); 5. Michael McNamara (Hon).

600 SGL: 1. Bill Fennessy (Yam).

F-SGL: 1. Stuart Knigge (Yam); 2. Danny Farnsworth (Hon); 3. Eric Sherrer (Hon); 4. Elliott Iverson (W-R); 5. Randall Vancil (Yam).

VINT: 1. Craig Beecher (Yam); 2. Sean Robbins (Yam); 3. Scott Fabbro; 4. Scott McAdam (Kaw); 5. Danny Farnsworth (Hon).

500 NOV: 1. Douglas Mason (Hon); 2. Joe Hammond (Yam); 3. Steve Harrington (Yam); 4. Allen Harvey (Hon); 5. James Hiller (Hon).

650 NOV: 1. Jacob West (Hon); 2. Greg Kahle (Kaw); 3. Bryan Kovarick (Yam); 4. Ben Grouby (Hon); 5. Chris Claypool (Hon).

OPEN NOV: 1. Robert Marriotti (Kaw); 2. Brit Lyons (Suz); 3. Robert Campbell (Hon); 4. Rueben Morales (Kaw); 5. George Lesko (Hon).

Marley, Tedesco stunning at Guthrie Arenacross

By Kat Spann

GUTHRIE, OK, JAN. 14

Local minibike king Johnny Marley and New Mexico's rookie 125 racer Gio Tedesco both claimed double class wins at the PJ1 Super Arenacross Amateur event at the Lazy E Arena just north of Oklahoma City.

The Noleen/Fox/Ric Duppstadt-backed Marley winged his way through his qualifying heats for top gate picks in both the 85cc (12-13) and 85cc Open main events.

The 85cc Open main event was headlined by a Marley holeshot with Ivan Tedesco running in second. Derek Gerdes and Bradley Barham battled in third and fourth, but when Gerdes miscued in the exit berm of the whoops he lost position to Barham and Cook.

Tedesco raced within two bike lengths of Marley, which worked to his benefit when Marley fishtailed out of the whoops on lap four, allowing Tedesco to pass him over the first double. But Marley wicked it up and took back the lead in the next turn and held his position all the way to checkered flag with Tedesco close behind in second. Cook crashed in the turn after the first double and DNFed while Barham, Gerdes, and Beau Boynton rounded out the top five spots. Marley went on to claim the 85cc (12-13) crown as well.

Team Green/Axo-sponsored Gio Tedesco was unstoppable in his 125cc (12-15) Schoolboy and 125cc B Intermediate events, also winning top choice for his main-event gates.

The 125cc (12-15) Schoolboy main event hosted the fastest and most agile Schoolboy racers on the gate, with Tedesco grabbing the holeshot and leaving the lot behind. Nick Metcalf took up second followed by Jay Goosmann and Matt Leach, who had passed Eric Fritzson over the first double at the top of lap two. Fritzson came back to retake the fourth position as Aaron Storey raced from midpack to fifth in one lap.

Tedesco raced in perfect form out front while Metcalf led the second cavalry with Goosmann still close enough to take away second should Metcalf miscue. Metcalf held his position to score the win, with Goosman, Fritzson and Storey rounding out the top five spots.

A record-breaking 450 entries for the Mike Kidd-promoted event brought riders from 17 states. A total of 36 heats, 14 semis, and 19 main events were run during the course of the day with trophies and contingencies awarded to first through 10th places.

Results

50 (4-6): 1. Trey Canard (LEM); 2. Dian Klinger (LEM); 3. Michael Pritchett (Yam); 4. Levi Gilliam (KTM); 5. Will Hahn (KTM).

50 (7-8): 1. Michelle Marella (LEM); 2. Tyler Ledbetter (KTM); 3. Craig Fritz (LEM); 4. Ryan Wilson (LEM); 5. Kandis Yearby (Yam).

65 (7-11): 1. L.G. Tretter (Kaw); 2. Teddy Maier (Kaw); 3. Shawn Cook (Kaw); 4. Bradley Young (Kaw); 5. Brad Wolfe (Kaw).

85 BEG (12-15): 1. Wayne Massey (Kaw); 2. Justin Smith (Yam); 3. Coby Sackett (Kaw); 4. B.J. Hodge (Yam); 5. Billy Brown (Kaw).

85 (7-11): 1. Robby Shinn (Hon); 2. Hunter Elliott (Kaw); 3. Teddy Maier (Hon); 4. Ernie Phillips II (Suz); 5. Chris Riesenberg (Hon).

85 (12-13): 1. Johnny Marley (Yam); 2. Derek Gerdes (Kaw); 3. Beau Boynton (Kaw); 4. Bradley Barham (Kaw); 5. Dusty Fountain (Kaw).

85 (14-15): 1. Ivan Tedesco (Kaw); 2. Ryan Cook (Kaw); 3. David Turk (Suz); 4. John Adam (Suz); 5. Levi Humphrey (Hon).

85 OPEN: 1. Johnny Marley (Yam); 2. Ivan Tedesco (Kaw); 3. Bradley Barham (Kaw); 4. Derek Gerdes (Kaw); 5. Beau Boynton (Kaw).

125 D: 1. Jeff Grunhlke (Hon); 2. Donnie Bunker (Yam); 3. Jerry Hicks (Suz); 4. David Readdy (Kaw); 5. Brian Edwards (Suz).

125 SCHBY: 1. Gio Tedesco (Kaw); 2. Nick Metcalf (Suz); 3. Jay Goosmann (Suz); 4. Eric Fritzson (Kaw); 5. Aaron Storey (Hon).

125 C: 1. Eric Fritzson (Kaw); 2. Jay Goosmann (Suz); 3. Heath Frazier (Suz); 4. Landon Moody (Suz); 5. C.J. Reigier (Hon).

125 B: 1. Gio Tedesco (Kaw); 2. James Ford (Hon); 3. Casey McDowell (Kaw); 4. Adam Zarda (Hon); 5. Clay Reed (Kaw).

125 OPEN: 1. Billy Schroeder (Suz); 2. Travis Trieb; 3. Alan Bell (Kaw); 4. Monte Frank (Kaw); 5. Nick Oman (Yam).

250 D: 1. Doug Sidwell (Hon); 2. Jeff Said (Kaw) 3. Ian Murphy (Kaw); 4. Johnny Abney Jr. (Yam); 5. John Russell (Hon).

250 C: 1. Shawn Stilwell (Kaw); 2. David Hallmark; 3. Matthew Huckelbery (Kaw); 4. C.J. Regier (Hon); 5. Russell Gibbs (Kaw).

250 B: 1. Adam Zarda (Hon); 2. Clay Reed (Kaw); 3. Casey McDowell (Kaw); 4. John Emhoff (Suz); 5. Earl Kephart (Yam).

250 OPEN: 1. Brook Fluker (Hon); 2. Clay Reed (Kaw); 3. Coby Sharp (Kaw); 4. Travis Trieb; 5. Jeremy Abney (Yam).

25+: 1. Jeff Case (Kaw); 2. Chris Byrd (Hon); 3. Alan Bell (Kaw); 4. John Vasquez (Yam); 5. Kendall Robertson (Kaw).

30+: 1. Alan Bell (Kaw); 2. Chris Pritchett (Kaw); 3. Ken Voss (Yam); 4. Ward Wiebe (Hon); 5. Greg Chicoine (Kaw).

Salem indoor AX draws 450

By Allan's Photos staff

SALEM, OR, JAN. 21

The Golden State Nationals were held at the Salem Fairgrounds, hosted by Bob Leach's Salem Arenacross with about 450 riders from all over the Northwest.

In the 250cc Junior class, Eddie Beach took both motos and took command of the class. He was followed in the last moto by Brett Domrude until Justin Redman caught him on the last lap with a great move to take second place. Domrude had to settle for third.

There was plenty of action in the 60cc (6-8) Junior class, which was won by Justin Keeney after he beat out overall point champ Randy Pesek.

Susan Smith was the Woman's-class overall winner. Smith beat out overall point champ Deanna Holbrook. In the first moto, Smith had to settle for second as the hard-charging Emily Norton proved to be unstoppable. But in the second moto, Norton was involved in an accident, taking her out of the running and allowing Smith to grab the victory.

The story was different in the Before the Hill Junior class, as Justin Redman rode a near-perfect race during both motos for a clean sweep of the class. Raym Conkey took second overall for the day.

Results

W/P STK: 1. Brock Chappelle (KTM); 2. Ricky Wuori (KTM); 3. Kyle Hammontree (Yam); 4. Jared Wood (Yam).

W/P JR STK: 1. Kenneth Hammontree (LEM); 2. Jake Weimer (KTM); 3. John Duran (KTM).

W/P MOD: 1. Cody Joslin (Yam); 2. Devin Joslin (Yam).

60 JR: 1. Justin Keeney (Kaw), 2. Derek Randall (Kaw); 3. Randy Pesek (Kaw); 4. Todd Nelson (Kaw); 5. Kenneth Hammontree (Kaw).

60 SR: 1. Tyler Pick (Kaw); 2. Casey Huddleston (Kaw); 3. Garen Linder (Kaw); 4. Devin Boos (Kaw).

80 BEG: 1. Ty Lacey (Suz); 2. Davis Didier (Yam); 3. Casey Huddleston (Suz); 4. Chip Osborne (Yam); 5. Greg Peters (Suz).

80 (9-11): 1. Tyler Fick (Suz); 2. Tommy Blanton (Hon). 3. Brent Line (Suz); 4. Joey Mancuso (Hon); 5. Brian Sullivan (Kaw).

80 (12-13): 1. Matt Springsteen (Hon); 2. Shane Kelley (Yam); 3. Kelvin Schoen (Hon); 4. Keith Ford (Kaw); 5. Anthony Rudolph (Hon).

80 (14-16): 1. Gregory Blackwell (Yam); 2. Jason Hanson (Yam); 3. Steve Sullivan (Kaw); 4. Austin Phillips (Kaw).

MINI OPEN: 1. Steve Sullivan (Kaw); 2. Shane Kelley (Kaw); 3. Tyler Fick (Kaw); 4. Brent Line (Suz), 5. Jason Hanson (Yam).

125 BEG: 1. Kris Dixon (Suz); 2. Shawn Russell (Suz); 3. Stan Stolp (Yam) 4. Mark Sanger (Kaw); 5. Josh Fortier (Kaw).

125 JR: J.R. Vielle (Hon); 2. Matt Williams (Kaw); 3. Mike Corder (Kaw); 4. Eric Roth (Kaw); 5. Raym Conkey (Hon).

125 INT: 1. Jason Dempsey (Kaw); 2. Danny Smith (Yam); 3. Mike Storm (Kaw); 4. Richard Ruebesam (Kaw); 5. Jeramy Sahnow (Hon).

125 PRO: 1. Cory Bauder (Kaw); 2. Ryan Leach (Hon); 3. Ryan Terlecki (Hon); 4. Eric Graves (Hon); 5. Richard Wuori (Kaw).

250 BEG: 1. Tim Melius (Suz); 2. Craig Herzog (Hon); 3. Dennis Schmitt (Yam); 4. Richard Tunnell (Yam); 5. Chad Wallace (Yam).

250 JR: 1. Eddie Beach (Hon); 2. Justin Redman (Kaw); 3. Ed Smith (Hon); 4. Linc Linebaugh (Hon); 5. Mike Farmer (Kaw).

250 INT: 1. Jason Dempsey (Kaw); 2. Eric Rogers (Kaw); 3. Richard Ruebesam (Kaw); 4. Shane Scarbrough (Hon); 5. Ryan Sweet (Hon).

250 PRO: 1. Ryan Huffman (Hon); 2. Roby Leach (Hon); 3. Ryan Leach (Hon); 4. Shawn Waring (Kaw); 5. Ryan Terlecki (Hon).

OPEN AM: 1. Rod Comstock (Hon); 2. John Meusling (Hon); 3. Jason Smith (KTM).

OPEN PRO: 1. Roby Leach (Hon); 2. Junior Meusling (Hon).

UTH JR: 1. Linc Linebaugh (Hon); 2. Ed Smith (Hon); 3. Brett Domrude (Kaw); 4. Tim Harmon (Suz); 5. Tim Melius (Suz).

UTH INT: 1. Ted Devol (Hon); 2. Matt Schlingman (Kaw); 3. Reid Goldman (Hon); 4. Dave Silvestri (Suz); 5. Ben Parker (Hon).

BTH JR: 1. Justin Redman (Kaw); 2. Raym Conkey (Hon), 3. J.R. Vielle (Hon); 4. Michael Pierce (Suz). 5. Jared Logan (Hon).

BTH INT: 1. Jason Parks (Hon); 2. Ryan Sweet (Hon); 3. Michael Scheel (Kaw); 4. Robert Holtgrew (Kaw); 5. Rod Comstock (Kaw).

OTH C: 1. Lonney Whitley (Kaw), 2. Curtis Paulson (Kaw); 3. Billy Anderson Jr. (Kaw).

OTH B: 1. Ed Smith (Hon); 2. Rick Ancheta (Hon); 3. Tim Smith (Kaw); 4. Mike Farmer (Kaw).

RON TICHENOR

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OTH A: 1. Ted Devol (Hon); 2. Dave Silvestri (Suz); 3. David Fox (Kaw); 4. Randy Duval (Yam); 5. Dan Kauffman (Hon).

VET PRO: 1. Gary Beyer (KTM); 2. Frank McKuhn (Yam); 3. Reid Goldman (Hon).

O/T AM: 1. Jim Watts (Hon); 2. Paul Delos-Reyes (Kaw); 3. Junior Meusling (Hon); 4. Billy Anderson Jr. (Kaw).

O/T MSTR: 1. David Eakin (Hon); 2. Terry Hamness (Kaw); 3. Randy Wing (Kaw); 4. Dan Kauffman (Hon); 5. Jim Lamkin (Hon).

50+: 1. Jim Watts (Hon).

WMN: 1. Susan Smith (Hon); 2. Deanna Holbrook (Hon); 3. Emily Norton (Yam); 4. Korin Ritter (Suz); 5. Lisa Garrison (Kaw).

Hortons crank at Sandhills MX

By J. Stewart

CHESTERFIELD, SC, JAN. 14

Team Green Kawasaki brothers Richie and Robbie Horton battled for the spotlight in the Pro class at Sandhills MX with the younger Horton, Robbie, pulling off class victories in both the 125 and 250cc Pro divisions.

Richie Horton was able to steal one moto win to break the sweep and temporarily halt the blistering pace of his younger brother Robbie. But Robbie's aggressive style enabled him to launch 100 feet or more off the finish-line ski jump, pleasing the crowd on almost every lap with his aerial assault as he went on to take three of the four pro motos en route to the overall wins.

Richie Horton claimed second overall and appeared to be almost back to full race form after coming back from his 1995-season injuries. Chuck Shirley and Richard Hiers split third-place finishes to fill out the podium positions in the Pro class. Shirley was third in the 125c Pro class while Hiers nabbed the same spot in the 250cc Pro ranks.

With most of the B-class competition staying at home. Mark Wagner powered his Cunningham Cycle World/Painting By Bill/FMF-backed Kawasaki to a four-moto sweep in the 125 and 250cc divisions with little pressure from up-and-coming former C-class riders Nick McAllister and Phillip Haze. These riders should be a force later in the '96 season.

Respected 1995 District 29 points winner, Darrel Bell, cruised to double class wins in the 35+ and 40+ classes on his Honda CR500, while son Derrick Bell split moto wins with Kawasaki rider Spencer Hill. Throughout the day these two diced back and forth. Hill was able to grab the second-moto win in the Super Mini class to take the overall. In return, Derrick Bell proved he was adjusting to his new CR80 and went home with the overall in the 85cc (12-15) class.

Results

125 PRO: 1. Robbie Horton (Kaw); 2. Richie Horton (Kaw); 3. Chuck Shirley (Hon); 4. Richard Hiers (Kaw); 5. Robby Bargstedt (Suz).

250 PRO: 1. Robbie Horton (Kaw); 2. Richie Horton (Kaw); 3. Richard Hiers (KTM); 4. Chris Withers (Kaw).

125 B: 1. Mark Wagner (Kaw); 2. Nick McAllister (Kaw); 3. Phillip Hayes (Suz).

250 B: 1. Mark Wagner (Kaw); 2. Nick McAllister (Kaw); 3. Phillip Hayes (Suz).

125 C: 1. William Cain (Suz); 2. Clark McAllister (Suz); 3. Michael Duke (Suz); 4. Brandon Cline (Suz); 5. Kyle Stoner (Yam).

250 C: 1. Kyle Stoner (Yam); 2. Cale Kennedy (Hon); 3. Michael Wyland (Yam); 4. Eric Ferguson (Hon).

125 D: 1. David Vaughan (Hon); 2. Steve Willard (Suz); 3. Scott Taylor (Kaw); 4. Brian McDade (Hon); 5. John Quesonberry (Hon).

250 D: 1. Joseph Fisher (Kaw); 2. Terry Safrut (Yam); 3. John Reppy (Yam); 4. Robbie Carrico (Suz); 5. Dan Goodman (Yam).

SCHBY: 1. Clark McAllister (Suz); 2. Justin Brooks (Hon); 3. Brandon Hawkins (Yam).

U/L AM: l. David Sawyer (Hon); 2. Michael Duke (Suz); 3. John Royal (Hon); 4. Talbert William (Hon).

S/MINI: 1. Spencer Hill (Kaw); 2. Derrick Bell (Hon); 3. Brad Henduson (Suz); 4. J.B. Hudsinger (Suz); 5. Austin Myers (Hon).

85 (12-15): 1. Derrick Bell (Hon); 2. Spencer Hill (Kaw); 3. Rich Richard (Kaw); 4. Brad Anderson (Suz); 5. Adam Overcash (Yam).

85 (7-11): l. B.J. Hurtsinger (Suz); 2. Stephen Martin (Kaw); 3. Blake Louis (Hon); 4. Michael Willis (Suz); 5. Todd Myers (Hon).

80 D: 1. Michael Morgan (Hon); 2. Jessie Jones (Suz).

60 (10-11): 1. Stephen Martin (Kaw); 2. Michael Willis (Kaw); 3. Matthew Myers (Kaw); 4. Derrick Gause (Kaw).

60 (7-9): 1. Josh Jordan (Kaw); 2. Cody Cashwell (Hon); 3. Stephen Cooke (Kaw); 4. Derrick Keeter (Kaw).

50 (7-8): 1. Stephen Cooke (LEM); 2. Joey Jones (Suz).

50 (4-6): 1. Davin Price (KTM).

25+ B: 1 David Sawyer (Kaw); 2. Fren Chase (Kaw); 3. Daved Acherson (Hon); 4. John Sahafer (Suz).

25+ C: 1. Jody Brown (Hon).

30+ PRO: 1. Steven Arthur (Hon); 2. Chris Lifeburn (Hon).

30+ B: 1. Stuart English (Hon).

30+ C: Michael Nyland (Yam).

35+ PRO: 1. Darrell Bell (Hon); 2. Wayne Floyd (Hon); 3. Thomas Perkins (Suz); 4. Bob Mawer (Hon); 5. Rich Wright (Suz).

40+ PRO: 1. Darrell Bell (Hon); 2. Mike Peoderhammer (Suz); 3. Bob Mawer (Hon).

Engberg aces Elk Lake ice race

By Tim McBride

ZIMMERMAN, MN, JAN. 14

Harold Engberg recorded two class victories as the Ridgewood Bay Resort hosted the second Dirt Track Riders Association's ice race of the season on Elk Lake.

Engberg's day of dominance began in the Open Novice class where he led the race from start to finish virtually uncontested. Doug Bohn, Jack Parenteau, 250cc Novice-race winner Bruce Sampson and Troy Johnson finished in the top five of the 14-rider campaign.

Ironically, the only competition for Harold Engberg in the Open C final came in the form of

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Tell them you saw it in Cycle News.

EVENTS

Chris Honnold (623) took control of the 125cc Novice class on the last lap and came away with the win during the CRC Grand Prix at Los Angeles County Raceway.

his brother and last week's Open Novice winner Troy Engberg. The younger sibling led the 10-rider charge for the first three laps before crashing uninjured in turn one of the Tim Henrichs-prepared "scrambles-style" race track. Harold Engberg (who was running in second at the time) immediately took advantage of his brother's misfortune and transformed it into his second win of the day. Todd Lind overcame a late-race charge from Mick Durham to secure a hard-earned second place.

Verdeen Langland proved that last week's Vet A win was not just a flash in the pan by winning the main event once again. Langland topped the Open B final as well. During the two events, Mark Deal and Scott Stenle traded second- and third-place finishes respectively. Seven-year-old Cody Swenson followed suit by winning his second consecutive Mini Junior class just ahead of Curt Atkins.

Ten-year-old Shawn Burr picked up his first big win of the season in the Mini Senior class via a wire-to-wire victory with Josh Koch, Lee Mies Jr. and Jacob Mataya in hot pursuit.

Results

VET A: 1. Verdeen Langland (Hon); 2. Scott Stenle (Hon); 3. Mard Deal (Hon); 4. Mick Durham (Hus); 5. Todd Lind (Hon).

OPEN B: 1. Verdeen Langland (Hon); 2. Mark Deal (Hon); 3. Scott Stenle (Hon); 4. Mike Tehro (KTM); 5. Keegan Iverson (Hon).

OPEN C: 1. Harold Engberg (Hon); 2. Todd Lind (Hon); 3. Mick Durham (Hus); 4. Quentin Blomberg (Hon); 5. Doug Deering (KTM).

OPEN NOV: 1. Harold Engberg (Hon); 2. Doug Bohn (Hon); 3. Jack Parenteau (Hon); 4. Bruce Sampson (Hon); 5. Troy Johnson (Yam).

250 NOV: 1. Bruce Sampson (Hon); 2. Tim McBride (C-A); 3. Lloyd Turner (Yam); 4. Kevin Lind (Hon); 5. Troy Buffington (Hon).

MINI SR: 1. Shawn Burr (Kaw); 2. Josh Koch (KTM); 3. Lee Mies Jr. (Cob); 4. Jacob Mataya (KTM).

MINI JR: 1. Cody Swenson (Yam); 2. Curt Atkins (Yam).

Honnold hangs on for CRC Grand Prix win

By Greg Robertson

PALMDALE, CA, JAN. 14

Chris Honnold claimed the 125cc Novice-class win during California Racing Club's Happy New Year Grand Prix at Los Angeles County Raceway.

Honnold grabbed the early lead ahead of Shawn McIntosh, Joel Nelson and Matt Goldsmith. By the second lap, McIntosh had made his way past Honnold and enjoyed a five-second lead. Nelson continued to hold down third over Goldsmith and Garit Wallace as the two front-runners started to pull away.

McIntosh's lead lasted a lap before Honnold closed back in and retook the top spot. McIntosh stayed close to Honnold and a couple of laps later was once again able to make the pass in the tighter motocross section of the course to run out front. The next trip through the high-speed desert portion of the track saw Honnold once again in the lead position when McIntosh slowed slightly with a temporary hand problem. McIntosh was quickly up to speed and a short time later was running out front in yet another lead change.

The last lap saw Honnold give it everything he had left after 40 minutes. He put one last pass on McIntosh and kept the throttle pinned to slowly pull away on the final circuit for the well-deserved victory. Nelson ended up third with Goldsmith and Wallace rounding out the top five. CN

Results

P/W (0-6): 1. Shawn Butler (Yam); 2. Kevin O'Donnell (Yam); 3. Adam Montijo (Yam).

P/W (7-9): 1. A.C. Jolley (Yam); 2. Wes Hicks (Yam).

SPRSTK (0-6): 1. Tye Hames (KTM); 2. Jason Endo (KTM); 3. Brandon Million (LEM); 4. Doug Carter (KTM).

SPRSTK (7-9): 1. Edward Herring (LEM); 2. Charles Messer (LEM); 3. Mitchell Miles (KTM); 4. Dustin DeLucia (KTM); 5. Robert Memoli (KTM).

60 (0-8): 1. Jared Tebo (Kaw); 2. Edward Herring (Kaw); 3. Cory Redenius (Kaw); 4. Dave Carter (Kaw).

60 (9-11): 1. Anthony Barbacovi (Kaw); 2. Troy Tittlemier (Kaw); 3. Tyler Browder (Kaw); 4. Michael Torres (Kaw).

80 BEG: 1. Robert Bland (Hon); 2. Kurt Nelson (Yam); 3. Joel Hanson (Yam); 4. Jason Beauchesne (Yam); 5. Christopher Leiker Jr. (Hon).

80 (7-11): 1. Gerard Patin (Yam); 2. Jake Stavara (Suz); 3. David DeLucia (Yam); 4. James Hanson (Suz); 5. Damien Jolley (Suz).

80 (12-13): 1. J.J. Bonnanno (Yam); 2. Shawn Scott (Hon); 3. Todd Gosselaar (Hon); 4. Donnie Durrer (Hon); 5. Bobby Steffan (Suz).

80 (14-16): 1. Christopher Gosselaar (Hon); 2. Ryan Dudek (Yam); 3. Robby Couse (Suz).

B/W: 1. Cliff Jennings (Kaw).

VINT: 1. Don Beese (Hon); 2. Joel Hanson (Hon); 3. Rick O'Donnell (Hon); 4. Ken Greene (CZ).

DEC: 1. Greg Robertson (Hon); 2. Rick Reed (Yam); 3. Toivo Kent (Bul).

125 BEG: 1. Scott Minster (Suz); 2. Jerry Ferro (Hon); 3. Chad Neal (Hon); 4. Justin Scott (Hon); 5. Evert Smith (Suz).

125 NOV: 1. Chris Honnold (Kaw); 2. Shawn McIntosh (Hon); 3. Joel Nelson (Yam); 4. Matt Goldsmith (Yam); 5. Garit Wallace (Kaw).

125 INT: 1. Chris Neitzel (Kaw); 2. Mike Harris (Suz).

250 BEG: 1. Brent Greer (Suz); 2. Walt Bennett (Kaw); 3. Tim McEntee (Suz); 4. Ron Gregg (Yam); 5. Erik Hunzikar (Yam).

250 NOV: 1. Jason Trubey (Kaw); 2. Ethan Dally (Yam); 3. Eddie Laret (Suz).

500 BEG: 1. Mike O'Donnell (Hon); 2. Rick Bohannan (Kaw); 3. Raymond Larson (Hon).

JR VET BEG: 1. Sean Haworth (Yam); 2. Greg Wilkins (Suz).

JR VET NOV: 1. Steve Hill (Kaw); 2. Jimmy Roberts (Hon); 3. Tim McNulty (Hon).

VET BEG: 1. Kyle Reutgen (Yam); 2. Damon Webb (Hon); 3. Chris Higgins (Yam); 4. Gil Crowell (Yam); 5. James Blackwell (ATK).

VET NOV: 1. John Knight (Hon); 2. Willie Kennedy (Hon); 3. Scott Hurd (Hon); 4. Tom Miller (Yam); 5. Greg Robertson (Hon).

VET INT: 1. Eric Casas (Yam); 2. Craig Conaway (Hon); 3. Rick O'Donnell (Hon); 4. Harold Smith (KTM); 5. Frank Costanza (Hon).

VET PRO: 1. Drey Dircks (Hon); 2. Leo Saul (Hon); 3. John Ferro (Hon); 4. Jerome Gibson (Hon); 5. Jon Wilson (Suz).

SR BEG: 1. Don Meiner (Hus).

SR NOV: 1. Randy Wessels (Hon); 2. Steve Waltman; 3. Rick Kanatzar (Hon).

SR INT: 1. Scott Smith (Kaw).

SR EX: 1. Randy Anderson (Yam); 2. Mark Neal (Yam); 3. Monte Pritchett (KTM); 4. Bill Schultz (Suz); 5. Bob Dunham (Yam).

OT NOV: 1. Bill Lombard; 2. Scott Pelkey; 3. John Webb (Hon).

OT AM: 1. Bob Lucas (Kaw); 2. Charles Howell (Yam); 3. Richard Bealer (Yam); 4. Don Meiner (Huz).

OT EX: 1. Bob Sherred (Yam); 2. George Spearing (Hon); 3. Doug Rodrigues (Kaw); 4. Dan Bernardino (Suz).

OT MSTR B: 1. Ken Renaux (Hon); 2. Don Dudek (Yam); 3. Dennis McAdam.

OT MSTR A: 1. Rick Johnson (Hon).

TEAM: 1. Chris Neitzel/Mike Harris; 2. Troy Welty/Scott Hurd; 3. Shawn McIntosh/Nate Vargus.

IM: 1. Brad McLeod.

IM 60: 1. Anthony Barbacovi.

IM 80: 1. Danny Wiggins; 2. James Hanson.

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series
3/31 Shah Alam, Malaysia, Rnd 1
4/7 Sentul, Indonesia, Rnd 2
4/21 Suzuka, Japan, Rnd 3
5/12 Jerez, Spain, Rnd 4
5/26 Mugello, Italy, Rnd 5
6/9 Paul Ricard, France, Rnd 6
6/29 Assen, Holland, Rnd 7
7/7 Nurburgring, Germany, Rnd 8
7/21 Donington Park, England, Rnd 9
8/4 Osterreichring, Austria, Rnd 10
8/18 Brno, Czech Republic, Rnd 11
9/1 Imola, Italy, Rnd 12
9/15 Catalunya, Spain, Rnd 13
10/6 Rio de Janeiro, Brazil, Rnd 14
10/20 Eastern Creek, Australia, Rnd 15

World Superbike Championship Series
4/14 Misano, Italy, Rnd 1
4/28 Donington Park, England, Rnd 2
5/12 Hockenheim Germany, Rnd 3
5/19 Le Mans, France, Rnd 4
6/15 Monza, Italy, Rnd 5
6/30 Brno, Czech Republic, Rnd 6
7/21 Laguna Seca, USA, Rnd 7
8/4 Brands Hatch, England, Rnd 8
8/18 Sentul, Indonesia, Rnd 9
8/25 Sugo, Japan, Rnd 10
9/8 Assen, Holland, Rnd 11
10/6 Albaceta, Spain, Rnd 12
11/10 Sentul, Indonesia, Rnd 13
11/17 Phillip Island, Australia, Rnd 14

World Endurance Road Race Series
4/14 Le Mans, France, Rnd 1
4/28 Assen, Holland, Rnd 2
7/14 Spa-Francorchamps, Belgium, Rnd 3
7/28 Suzuka, Japan, Rnd 4
9/15 Paul Ricard, France, Rnd 5

World C'ship 125cc MX Series
4/14 Gaivera Montello, Italy, Rnd 1
4/21 Payerne, Switzerland, Rnd 2
5/5 Bellpuig, Spain, Rnd 3
5/12 Lictenvoorde, Netherlands, Rnd 4
5/19 Kapsovar, Hungary, Rnd 5
6/2 Halim Jacarta, Indonesia, Rnd 6
6/16 Cussac, France, Rnd 7
6/23 Foxhill, England, Rnd 8
7/7 Nismes, Belgium, Rnd 9
7/14 Marlbor, Slovenia, Rnd 10
7/28 Jinin, Czech Republic, Rnd 11
8/25 Holzgerlingen, Germany, Rnd 12

World C'ship 250cc MX Series
3/24 Talavera, Spain, Rnd 1
3/31 Valkenswaard, Holland, Rnd 2
4/14 Teutschenthal, Germany, Rnd 3
4/21 Gdynia, Poland, Rnd 4
5/5 Mantova, Italy, Rnd 5
5/19 Cosquin, Argentina, Rnd 6
6/2 Tibro, Sweden, Rnd 7
6/16 Heinola, Finland, Rnd 8
6/23 Foxhill, England, Rnd 9
7/14 Maracay, Venezuela, Rnd 10
7/28 Borgo Magg., San Mar., Rnd 11
8/4 Iffendic, France, Rnd 12
8/18 Kester, Belgium, Rnd 13
9/1 Roggenburg, Swtzrld, Rnd 14

World C'ship 500cc MX Series
3/31 Gallarate, Italy, Rnd 1
4/21 Schwanenstadt, Austria, Rnd 2
5/5 Plomion, France, Rnd 3
5/12 Arganil, Portugal, Rnd 4
6/2 Sverepec, Slovakia, Rnd 5
6/16 Berghem, Netherlands, Rnd 6
6/30 Kramolin, Czech Republic, Rnd 7
7/21 Ballykelly, Ireland, Rnd 8
8/4 Namur, Belgium, Rnd 9
8/11 Folkendange, Lxmbrg, Rnd 10
8/25 Saxtorpsbanan, Sweden, Rnd 11
9/8 Gaildorf, Germany, Rnd 12

World C'ship Trials Series
4/13-14 Spain, Rnd 1
4/20-21 Great Britain, Rnd 2
4/27-28 Ireland, Rnd 3
5/25-26 United States, Rnd 4
6/1-2 Canada, Rnd 5
6/15-16 France, Rnd 6
6/22-23 Italy, Rnd 7
7/13-14 Germany, Rnd 8
7/27-28 Czech Republic, Rnd 9
8/17-18 Belgium, Rnd 10

World Cup Indoor Trials Series
2/10 Barcelona, Spain
2/17 Paris, France
2/24 Madrid, Spain
3/1 Angers, France
3/2 Oviedo, Spain
3/8 Monaco Ville, Monaco
3/9 Vienna, Austria
3/30 Tokyo, Japan

International Six-Days Enduro
8/12-17 Hameenlinna, Finland

Motocross des Nations
9/15 Jerez, Spain

Trials des Nations
8/31-9/1 Sweden

AMA Grand Nat'l C'ship Series
3/9 Daytona Beach, FL, Rnd 1
4/20 Pomona, CA, Rnd 2
5/4 Harrington, DE, Rnd 3
5/26 Springfield, IL, Rnd 4
6/1 LaSalle, IL, Rnd 5
6/15 Dallas, TX, Rnd 6
6/22 Sedalia, MO, Rnd 7
6/29 Lima, OH, Rnd 8
7/6 Lake Odessa, MI, Rnd 9
7/14 Du Quoin, IL, Rnd 10
7/20 Hagerstown, MD, Rnd 11
7/27 Oklahoma City, OK, Rnd 12
8/4 Peoria, IL, Rnd 13
8/7 Rapid City, SD, Rnd 14
8/10 Lincoln, NE, Rnd 15
8/17 Indianapolis, IN, Rnd 16
8/25 Goshen, IN, Rnd 17
9/1 Springfield, IL, Rnd 18
9/8 Syracuse, NY, Rnd 19
9/14 Rossburg, OH, Rnd 20
9/21 Knoxville, TN, Rnd 21
9/28 Sacramento, CA, Rnd 22
10/5 Pomona, CA, Rnd 23
10/13 Del Mar, CA, Rnd 24

AMA Harley-Davidson 883 Dirt Track Series
4/20 Pomona, CA, Rnd 1
5/4 Harrington, DE, Rnd 2
5/26 Springfield, IL, Rnd 3
6/1 LaSalle, IL, Rnd 4
6/15 Dallas, TX, Rnd 5
6/22 Sedalia, MO, Rnd 6
7/6 Lake Odessa, MI, Rnd 7
7/14 Du Quoin, IL, Rnd 8
7/20 Hagerstown, MD, Rnd 9
8/10 Lincoln, NE, Rnd 10
9/1 Springfield, IL, Rnd 11
9/8 Syracuse, NY, Rnd 12
9/21 Knoxville, TN, Rnd 13
9/28 Sacramento, CA, Rnd 14
10/5 Pomona, CA, Rnd 15
10/13 Del Mar, CA, Rnd 16

AMA Supercross Series
2/10 San Diego, CA, Rnd 5
2/24 Atlanta, GA, Rnd 6
3/9 Daytona Beach, FL, Rnd 7
3/16 Houston, TX, Rnd 8
3/23 Dallas, TX, Rnd 9
3/30 Indianapolis, IN, Rnd 10
4/6 Tampa, FL, Rnd 11
4/13 Pontiac, MI, Rnd 12
4/20 Charlotte, NC, Rnd 13
4/27 St. Louis, MO, Rnd 14
5/18 Cleveland, OH, Rnd 15

AMA Nat'l C'ship 125/250cc Motocross Series
3/3 Gainesville, FL, Rnd 1
5/5 Sacramento, CA, Rnd 2
5/12 San Bernardino, CA, Rnd 3
5/26 Mount Morris, PA, Rnd 4
6/16 Budds Creek, MD, Rnd 5
6/23 Southwick, MA, Rnd 6
7/7 Buchanan, MI, Rnd 7
7/21 New Berlin, NY, Rnd 8
7/28 Troy, OH, Rnd 9
8/4 Millville, MN, Rnd 10
8/18 Washougal, WA, Rnd 11
8/25 Binghamton, NY, Rnd 12
9/1 Delmont, PA, Rnd 13

AMA Western National Sound of Thunder Motocross Series
3/24 Phoenix, AZ, Rnd 1
4/28 San Bernardino, CA, Rnd 2
5/5 Sacramento, CA, Rnd 3
5/12 San Bernardino, CA, Rnd 4
6/8 Ogden, UT, Rnd 5
6/23 Mammoth, CA, Rnd 6
8/18 Washougal, WA, Rnd 7
9/1 Grand Junction, CO, Rnd 8

AMA Eastern National Four-Stroke Motocross Series
9/15 Danville, VA, Rnd 1
9/22 Buchanan, MI, Rnd 2
9/29 London, KY, Rnd 3
10/6 Englishtown, NJ, Rnd 4
10/13 Casey, IL, Rnd 5

AMA Four-Stroke National East/West Shoot-Out
10/20 Blountville, TN

AMA Superbike National Championship Series
3/7-10 Daytona Beach, FL, Rnd 1
4/19-21 Pomona, CA, Rnd 2
4/26-28 Monterey, CA, Rnd 3
5/17-19 Homestead, FL, Rnd 4
5-31/6-2 Lexington, OH, Rnd 5
6/7-9 Elkhart Lake, WI, Rnd 6
6/14-16 Loudon, NH, Rnd 7
7/12-14 Brainerd, MN, Rnd 8
8/23-25 Sonoma, CA, Rnd 9
9/27-29 Chandler, AZ, Rnd 10
10/4-6 Las Vegas, NV, Rnd 11

North American Super Bike Series
2/17-18 Rosamond, CA, Rnd 1
3/1-3 Daytona Beach, FL, Rnd 2
3/29-31 Braselton, GA, Rnd 3
5/18-19 Brainerd, MN, Rnd 4
8/2-4 Elkhart Lake, WI, Rnd 5
8/9-11 Portland, OR, Rnd 6
8/30-9/1 Pocono, PA, Rnd 7
10/4-6 Loudon, NH, Rnd 8
10/17-20 Daytona Beach, FL, Rnd 9

Formula USA Series
2/17-18 Rosamond, CA, Rnd 1
3/1-3 Daytona Beach, FL, Rnd 2
3/29-31 Braselton, GA, Rnd 3
5/18-19 Brainerd, MN, Rnd 4
8/2-4 Elkhart Lake, WI, Rnd 5
8/9-11 Portland, OR, Rnd 6
8/30-9/1 Pocono, PA, Rnd 7
10/4-6 Loudon, NH, Rnd 8
10/17-20 Daytona Beach, FL, Rnd 9

AMA National Championship Enduro Series
2/11 Wickenburg, AZ, Rnd 1
2/18 Coalinga, CA, Rnd 2
3/17 Forest Hill, LA, Rnd 3
3/31 Crosbyton, TX, Rnd 4
4/28 Wellston, OH, Rnd 5
6/23 West Greenwich, RI, Rnd 6
9/8 Canton, IL, Rnd 7
9/15 London, KY, Rnd 8
10/27 Delaware City, DE, Rnd 9

AMA National Championship Reliability Enduro Series
5/18-19 New Waverly, TX, Rnd 1
5/25-26 McArthur, OH, Rnd 2
6/1-2 Idaho City, ID, Rnd 3
6/8-9 Tillamook, OR, Rnd 4

AMA National Championship Hare Scrambles Series
3/24 Columbus, TX, Rnd 2
4/14 Hurricane Mills, TN, Rnd 3
4/21 Redding, CA, Rnd 4
6/30 Berkshire, NY, Rnd 5
9/22 Roseburg, OR, Rnd 6
10/6 Lynnville, IN, Rnd 7
10/20 Park Hills, MO, Rnd 8
11/3 Millfield, OH, Rnd 9

AMA National Championship Hare & Hound Series
3/17 Murphy, ID, Rnd 2
4/13 Jericho, UT, Rnd 3
4/28 Red Mountain, CA, Rnd 4
9/15 Yerington, NV, Rnd 5
10/6 Reno, NV, Rnd 6
10/27 Lucerne Valley, CA, Rnd 7

Wiseco/Yamaha/Answer/Dunlop/Acerbis/Braking Grand National Cross Country Series
3/5 Ocala, FL, Rnd 1
3/24 Hickory, NC, Rnd 2
4/14 Hurricane Mills, TN, Rnd 3
4/28 Clarksburg, WV, Rnd 4
5/11 Brownsville, PA, Rnd 5
6/2 Boyers, PA, Rnd 6
6/16 Elizabeth, WV, Rnd 7
8/25 Millfield, OH, Rnd 8
9/15 Fairmont, WV, Rnd 9
9/28 Mount Morris, PA, Rnd 10
10/13 Lisbon, OH, Rnd 11
10/27 Crawfordsville, IN, Rnd 12

SCORE Desert C'ship Series
3/8-10 San Felipe, B.C., Mexico
5/31-6/1 Ensenada, B.C., Mexico
10/8-10 Baja Calif., Mexico
Info 310/540-5001

AMA/NATC Nat'l C'ship Trials Series
4/23 TBA, CA, Rnd 1
6/29-30 Mount Olive, IL, Rnd 2 & 3
7/6-7 Jasper, TN, Rnd 4 & 5
8/24-25 Donner, CA, Rnd 6 & 7
8/31 Omaha, NE, Rnd 8
9/1 Kansas City, MO, Rnd 9

AMA Mid South Winter Hare Scramble C'ship Series
2/25 Bremen, GA
3/3 Bolivar, TN
3/17 Centerville, TN
3/24 Cadiz, KY

Championship Cup Series
Florida Region
2/17-18 Palm Beach, FL
3/1-3 Daytona Beach, FL
3/17 Palm Beach, FL
3/29-31 Braselton, GA
4/29 Palm Beach, FL
5/27 Palm Beach, FL
6/23 Palm Beach, FL

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Sat., Feb. 10	Open MX Practice	Hollister	
Sun., Feb. 11	AMP Motocross Race	Hollister	
Sat., Feb. 17	Open MX Practice	Hollister	
Sun., Feb. 18	AMP Motocross Race	Hollister	

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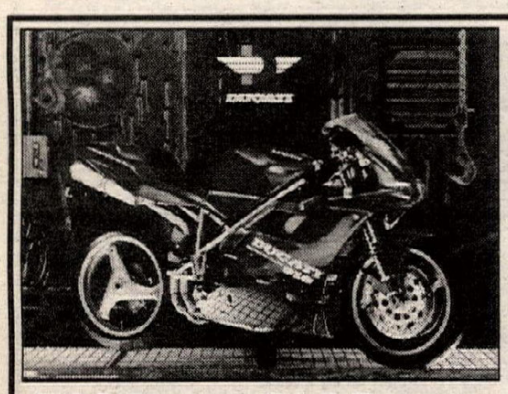

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Sunday, February 11	Off Road Short Course Series
Sunday, February 18	GFI Winter Series MX
Sunday., February 25	Blockbuster MX Series Round #3
Sat.&Sun., March 2&3	Malcolm Smith Gran Prix

MX Event of the Year May 12, 1996
The SHOEI 125/250 AMA MX Nat'l Amateur Day - Sat., May 11, 1996

TULARE CYCLE PARK
Tulare, CA
Event Calendar

Sat., Feb. 17	Open MX Practice
Sat., Feb. 24 & Sun., Feb. 25	A.H.R.M.A. Double Your Fun Weekend (Vintage Only)
Sat., Mar. 2	Open MX Practice
Sun., Mar. 3	MX Race Triple "M" Series

SATURDAY PRACTICE 10AM- 3PM
INFO (209) 685-0503

GFI RACING
(909) 684-6996
A Rider For the Riders

Sat., Feb.10	GFI Saturday Practice Day (8am-1pm)	Perris
Sun., Feb. 18	GFI Winter Series Round 4*	Glen Helen
Sat., Feb. 24	GFI Saturday Practice Day (8am-1pm)	Perris
Sun., Mar. 3	GFI Winter Series Round 5*	Perris

* Honda, Kawasaki, Suzuki & Yamaha Contingency Programs

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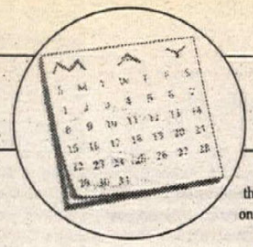
GFI Racing North

Sun., Feb. 11	Northern GFI Winter Series Rnd. #3	LaGrange, CA
Sun., Feb. 25	Northern GFI Winter Series Rnd #4	Hollister Hills, CA
Sun., Mar. 10	Northern GFI Winter Series Rnd #5 (Rescheduled from January 28 Race)	Prairie City Sacramento, CA

OVER th HILL GANG

Sun., Feb. 11	Gorman (Hungry Valley) Grand Prix
Sun., Feb. 25	L.A.C.R. (with CRC) MX

The Ultimate 30+ Vet MX Club Info: (310) 864-6875



CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

7/14 Homestead, FL
7/28 Palm Beach, FL
8/25 Palm Beach, FL
8/31-9/1 Bloomingdale, GA
9/15 Palm Beach, FL
12/8 Homestead, FL

Great Lakes Region
3/23-24 Topeka, KS
4/20-21 Grattan, MI
4/27-28 Mount Meridian, IN
5/11-12 Elkhart Lake, WI
6/8-9 Grattan, MI
7/6-7 Grattan, MI
7/27-28 Mount Meridian, IN
8/2-4 Elkhart Lake, WI
8/24-25 Grattan, MI
9/7-8 South Haven, MI
9/14-15 Grattan, MI

Great Plains Region
3/23-24 Topeka, KS
4/27-28 Mount Meridian, IN
5/11-12 Elkhart Lake, WI
5/18-19 Brainerd, MN
6/22-23 Rockton, IL
7/13-14 Topeka, KS
8/2-4 Elkhart Lake, WI
8/24-25 Topeka, KS
9/21-22 Rockton, IN

Mid-Atlantic Region
3/16-17 Talladega, AL
3/29-31 Braselton, GA
5/11-12 Summit Point, WV
5/25-26 Bloomingdale, GA
6/15-16 Summit Point, WV
6/22-23 Braselton, GA
7/20-21 Summit Point, WV
8/10-11 Braselton, GA
8/30-9/1 Pocono, PA
9/14-15 Summit Point, WV

Mid-West Region
3/23-24 Topeka, KS
4/13-14 Rockton, IL
4/27-28 Mount Meridian, IN
5/11-12 Elkhart Lake, WI
5/18-19 Brainerd, MN
6/1-2 Rockton, IL
6/22-23 Rockton, IL
7/20-21 Rockton, IL
8/2-4 Elkhart Lake, WI
8/17-18 Rockton, IL
8/31-9/1 Rockton, IL
9/21-22 Rockton, IL

Northeast Region
4/6-7 Loudon, NH
5/4-5 Loudon, NH
5/25-26 Bridgehampton, NY
6/8-9 Loudon, NH
7/6-7 Bridgehampton, NY
7/20-21 Loudon, NH
*8/2-4 Bridgehampton, NY
8/24-25 Loudon, NH
*8/31-9/1 Bridgehampton, NY
9/14-15 Loudon, NH
10/4-5 Loudon, NH

Southeast Region
3/1-3 Daytona Beach, FL
3/16-17 Talladega, AL
3/29-31 Braselton, GA
4/27-28 Bloomingdale, GA
5/25-26 Bloomingdale, GA
6/22-23 Braselton, GA
6/29-30 Bloomingdale, GA
7/20-21 Talladega, AL
8/10-11 Braselton, GA
8/31-9/1 Bloomingdale, GA
9/14-15 Braselton, GA

Southwest Region
2/24-25 Las Vegas, NV
3/23-24 Phoenix, AZ
4/27-28 Phoenix, AZ
5/4-5 Las Vegas, NV
6/1-2 Phoenix, AZ
8/31-9/1 Las Vegas, NV
9/21-22 Phoenix, AZ
11/9-10 Las Vegas, NV
11/30-12/1 Phoenix, AZ

WERA Regional C'ship Series

South Central Region
2/17-18 Monterrey, Mex.
3/16-17 College Station, TX
4/13-14 Henderson, TX
5/18-19 Henderson, TX
6/1-2 College Station, TX
6/7-9 Hallett, OK
7/6-7 Henderson, TX
7/11-14 Clermont, IN
8/3-4 College Station, TX
8/31-9/1 Hallett, OK

Southeast Region
2/24-25 Talladega, AL
3/16-17 Faulkville, GA
3/23-24 Braselton, GA
4/13-14 Talladega, AL
5/11-12 Talladega, AL
6/1-2 Faulkville, GA
6/15-16 Talladega, AL
7/11-14 Clermont, AL
8/24-25 Talladega, AL
9/28-29 Faulkville, GA

North Central Region
3/30-31 Clermont, IN
4/6-7 Grattan, MI
4/27-28 South Haven, MI
5/4-5 Grattan, MI
5/18-19 Mount Meridian, IN
7/6-7 Mount Meridian, IN
7/11-14 Clermont, IN
8/3-4 Fairmont City, IL
9/7-8 Grattan, MI
9/28-29 Mount Meridian, IN

Northeast Region
3/23-24 Braselton, GA
4/13-14 Summit Point, WV
4/27-28 South Haven, MI
6/1-2 Garrettsville, OH
7/11-14 Clermont, IN
7/27-28 Garrettsville, OH
8/3-4 Summit Point, WV
8/31-9/1 Garrettsville, OH
9/7-8 Grattan, MI
10/5-6 Summit Point, WV

Mid-Central Region
2/24-25 Talladega, AL
4/13-14 Talladega, AL
5/11-12 Talladega, AL
6/7-9 Hallett, OK
6/15-16 Talladega, AL
7/11-14 Clermont, IN
8/3-4 Fairmont City, IL
8/24-25 Talladega, AL
8/31-9/1 Hallett, OK
9/28-29 Mount Meridian, IN

Southwest Region
3/29-31 Las Vegas, NV

WERA Nat'l Challenge Series
3/29-31 Las Vegas, NV, Rnd 1
5/3-5 Braselton, GA, Rnd 2
5/24-26 Summit Point, WV, Rnd 3
6/7-9 South Haven, MI, Rnd 4
6/21-23 Grattan, MI, Rnd 5
7/11-14 Clermont, IN, Rnd 6
8/9-11 Mount Meridian, IN, Rnd 7
9/6-8 Memphis, TN, Rnd 8
9/20-22 College Station, TX, Rnd 9
10/9-13 Braselton, GA, Final

WERA Nat'l Endurance Series
3/30 Las Vegas, NV, Rnd 1
5/4 Braselton, GA, Rnd 2
5/25 Summit Point, WV, Rnd 3
6/8 South Haven, MI, Rnd 4
6/22 Grattan, MI, Rnd 5
7/13 Clermont, IN, Rnd 6
8/10 Mount Meridian, IN, Rnd 7
9/7 Memphis, TN, Rnd 8
9/21 College Station, TX, Rnd 9
10/11 Braselton, GA, Final

WERA Vintage Series
3/17 College Station, TX, Rnd 1
3/23 Braselton, GA, Rnd 2
3/30 Clermont, IN, Rnd 3
4/6 Grattan, MI, Rnd 4
4/13 Talladega, AL, Rnd 5
4/13 Summit Point, WV, Rnd 6
4/14 Henderson, TX, Rnd 7
4/27 South Haven, MI, Rnd 8
5/4 Grattan, MI, Rnd 9
5/11 Talladega, AL, Rnd 10
5/18 Mount Meridian, IN, Rnd 11
5/19 Henderson, TX, Rnd 12
6/1 Garrettsville, OH, Rnd 13
6/1 Faulkville, GA, Rnd 14
6/2 College Station, TX, Rnd 15
6/7-9 Hallett, OK, Rnd 16
7/6 Mount Meridian, IN, Rnd 17
7/7 Henderson, TX, Rnd 18
7/27 Garretsville, OH, Rnd 19
8/3 Summit Point, WV, Rnd 20
8/4 College Station, TX, Rnd 21
8/24 Talladega, AL, Rnd 22
8/31 Garrettsville, OH, Rnd 23
8/31-9/1 Hallett, OK, Rnd 24
9/7 Grattan, MI, Rnd 25
9/28 Faulkville, GA, Rnd 26
10/5 Summit Point, WV, Rnd 27
10/9-10 Braselton, GA, Final

AHRMA Historic Cup Series
2/29-3/1 Faulkville, GA
3/4-5 Daytona Beach, FL
4/6-7 Las Vegas, NV
4/13-14 Rosamond, CA
5/11-12 Mount Meridian, IN
6/15-16 Grattan, MI
7/19-21 Lexington, OH
8/9-11 South Haven, MI
9/14 Steamboat Springs, CO
10/4-6 Talladega, AL
Info 715/842-9699

AHRMA BMW Classic Cup Series
3/4-5 Daytona Beach, FL
4/13-14 Rosamond, CA
6/15-16 Grattan, MI
7/19-21 Lexington, OH
Info 715/842-9699

AHRMA SOS/BOT/BEARS Series
2/29-3/1 Faulkville, GA
3/4-5 Daytona Beach, FL
5/15-16 Grattan, MI
7/19-21 Lexington, OH
4/6-7 Las Vegas, NV
4/13-14 Rosamond, CA
5/11-12 Mount Meridian, IN
6/15-16 Grattan, MI
7/19-21 Lexington, OH
8/9-11 South Haven, MI
10/4-6 Talladega, AL
Info 715/842-9699

AHRMA Vintage Iron National MX Series
3/2 Ocala, FL
3/30 Casey, IL
4/21 Brentwood, CA
5/4 Blountville, TN
5/11 Mount Meridian, IN
5/25 Tyler, TX
6/2 San Bernardino, CA
6/8 New Berlin, NY
6/15 Grattan, MI
6/29 Peoria, IL
7/7 Carlsbad, CA
7/20 Lexington, OH
8/10 Southwick, MA
9/13 Steamboat Springs, CO
10/20 Hollister, CA
Info 715/842-9699

AHRMA Speed & Sport Trials Series
3/6 Ocala, FL
3/24 Lucerne Valley, CA
4/20 Brentwood, CA
5/19 Collins, MO
6/1 San Bernardino, CA
6/2 Fredonia, KS
6/16 Grattan, MI
6/30 Peoria, IL
7/13 Norden, CA
7/21 Lexington, OH
9/12 Steamboat Springs, CO
10/12 White City, IL
10/19 Hollister, CA
Info 715/842-9699

AHRMA Classic Bike Magazine Dirt Track Series
2/29 Savannah, GA
3/3 Daytona Beach, FL
3/7 St. Augustine, FL
4/12 Rosamond, CA
4/13 Rosamond, CA
5/18 Hanford, CA
6/8 Budds Creek, MD
6/14 Lake Odessa, MI
6/28 Peoria, IL
6/30 Peoria, IL
7/27 Weedsport, NY
9/11 Hayden, CO
Info 715/842-9699

Best in the Desert Silver State Series
3/28-30 Las Vegas, NV
6/22 Pioche, NV
9/21 Tonopah, NV
10/19 Las Vegas, NV
12/7 Laughlin, NV
Info 702/457-5775

SERA Hare Scrambles Series
2/11 Wiggins, MS

SETRA Championship Hare Scrambles Series
2/11 Johnsonville, SC
3/17 Buena Vista, GA
Info 706/ 458-1328

SETRA C'ship Enduro Series
3/3 Pelion, SC
3/7 Daytona Beach, FL
3/10 Greensboro, GA
3/31 Lenior, NC
5/5 Olustee, FL
5/19 Clanton, AL
Info 910/712-0605

Black Jack Enduro Circuit
2/18 St. Jo, TX
3/3 Kirby, AR
3/24 Cass, AR
4/14 Oklahoma City, OK
4/28 Little Rock, AR
5/19 Flatriver, MO
6/9 Henryette, OK
9/8 Collins, MO
9/22 Henryette, OK
10/13 Stillwater, OK
10/27 Chadwick, OK
10/17 Muenster, TX

RMEC C'ship Enduro Circuit
3/24 Turkey, TX
4/21 Pueblo, CO
5/5 Limon, CO
6/9 Buena Vista, CO

6/23 Upton, KY
7/14 Rand, CO
8/4 Woodland Park, CO
8/25 Gunnison, CO
9/15 Post, TX
10/6 Cloudcroft, NM
Info 307/742-4136

NMRA Drag Race Series
2/17 Palmdale, CA
3/2-3 Sonoma, CA
4/20 Las Vegas, NV
5/11 Phoenix, AZ
6/22 Palmdale, CA
7/13 Fallen, NV
9/14-15 Palmdale, CA
TBA Phoenix, AZ
11/9 Palmdale, CA
Info 818/367-4417

Canadian Supercross Series
5/4 Toronto, Ontario
5/5 Toronto, Ontario
9/21 Montreal, Quebec
Info 416/363-9035

AMA Nat'l Arenacross Series
2/9-11 Milwaukee, WI
2/16-18 Cincinnati, OH
2/23-25 New Haven, CT
3/1-3 Denver, CO
Info 817/626-7297

EARA Atlantic Cup Series
4/20 Bedford, PA
5/5 New Bloomfield, PA
6/1 Bedford, PA
6/16 Langley, VA
7/7 Langley, VA
7/27 New Bloomfield, PA
7/28 New Bloomfield, PA
8/17 Batavia, NY
9/8 New Bloomfield, PA
9/21 Bedford, PA
10/6 New Bloomfield, PA
10/19 Bedford, PA
11/2 Langley, VA
11/3 Langley, VA
Info 301/791-2046

LaPlaya Grand Prix MX Series
3/3 Rosarito, BC, Mex.
5/19 Rosarito, BC, Mex.
8/11 Rosarito, BC, Mex.
10/6 Rosarito, BC, Mex.
12/8 Rosarito, BC, Mex.
Info 001-52-661-22525

No. Calif. Mini Road Racing Assoc. C'ship Series
3/9-10 Sacramento, CA
3/30-31 Sacramento, CA
4/20-21 Sacramento, CA
5/18-19 Sacramento, CA
6/29-30 Sacramento, CA
7/13-14 Sacramento, CA
8/3-4 Sacramento, CA
8/24-25 Sacramento, CA
9/7-8 Sacramento, CA
10/12-13 Sacramento, CA
11/16-17 Sacramento, CA

CMRRA 50cc-125cc C'ship Road Race Series
2/17-18 Rosamond, CA
3/17 Perris, CA
4/26-28 Del Mar, CA
5/26 Riverside, CA
6/22-23 Rosamond, CA
7/14 Palomar, CA
8/4 Riverside, CA
9/29 Perris, CA
10/26-27 Rosamond, CA
11/24 Perris, CA
12/14-15 Riverside, CA
Info 909/674-5357

SRAC Colorado MX Championship Series
2/25 Colorado Springs, CO
3/10 Colorado Springs, CO
3/17 Colorado Springs, CO
3/24 Grand Junction, CO
3/31 Pueblo, CO
4/7 Colorado Springs, CO
4/14 Pueblo, CO
4/21 Cheyenne, WY
4/28 Aurora, CO
6/2 Cheyenne, WY
6/9 Colorado Springs, CO
6/16 Pueblo, CO
6/23 Berthound, CO
6/30 Colorado Springs, CO
7/14 Berthound, CO
7/28 Aurora, CO
8/4 Berthound, CO
8/11 Cheyenne, WY
9/15 Colorado Springs, CO
9/22 Berthound, CO
9/29 Cheyenne, WY
10/6 Colorado Springs, CO
10/12-13 TBA
Info 800/242-6581

SRAC Colorado Nat'l SX Series
5/4 Pueblo, CO
5/11 Greeley, CO
5/18 Grand Junction, CO
7/20 Colorado Springs, CO
8/17 Grand Junction, CO
8/24 Brighton, CO
9/7 TBA
Info 800/242-6581

AMA Texas Hare Scramble Series
2/18 Sublime, TX
3/10 Fort Hood, TX
3/24 North Columbus, TX
4/14 High Grove, TX
4/28 Fort Hood, TX

AMA/District 37 Grand Prix Series
3/2-3 San Bernardino, CA
4/20-21 Carlsbad, CA
5/4-5 San Bernardino, CA
10/5-6 Castaic Lake, CA
11/9-10 Gorman, CA

Mid-Atlantic Vintage Trials Series
3/24 Union Bridge, MD
5/4-5 Toronto, OH
6/2 TBA
6/23 Williamsport, PA
8/10 Toronto, OH
9/7 Farrandsville, PA
10/6 Toughkenamon, PA
Info 410/ 775-7209

FTA Trials C'ship Series
3/2-3 Crooms, FL
3/24 Hernando, FL
4/21 Crooms, FL
5/19 Crooms, FL
6/30 Crooms, FL

Yamaha Sunshine State Championship MX Series
2/11 Reddick, FL
2/18 Orlando, FL
2/25 Ona, FL
3/24 Dade City, FL
3/31 Dania, FL
4/14 Orlando, FL
4/28 Ona, FL
5/5 Dade City, FL
5/12 Reddick, FL
5/19 Dania, FL
6/2 Orlando, FL
6/9 Dania, FL
6/30 Ona, FL
7/7 Dade City, FL
7/14 Reddick, FL
7/21 Orlando, FL
7/28 Dania, FL
8/18 Ona, FL
8/25 Dade City, FL
9/1 Reddick, FL
9/8 Orlando, FL
9/15 Ona, FL
9/22 Dade City, FL
Info 407/333-2356

Florida Vet C'ship Series
3/10 Orlando, FL
4/20 Orlando, FL
5/26 Orlando, FL
8/11 Orlando, FL

Florida Mini-Cycle Championship Series
2/13 Orlando, FL
2/24 Orlando, FL
4/20 Orlando, FL
4/27 Orlando, FL
5/11 Orlando, FL
5/18 Orlando, FL
6/8 Orlando, FL
6/29 Orlando, FL
7/13 Orlando, FL
7/27 Orlando, FL
8/17 Orlando, FL
8/31 Orlando, FL
9/14 Orlando, FL
9/21 Orlando, FL

Central Florida MC Dealers Series
2/13 Orlando, FL
2/24 Orlando, FL
4/20 Orlando, FL
4/27 Orlando, FL
5/11 Orlando, FL
5/18 Orlando, FL
6/8 Orlando, FL
6/29 Orlando, FL
7/13 Orlando, FL
7/27 Orlando, FL
8/17 Orlando, FL
8/31 Orlando, FL
9/14 Orlando, FL
9/21 Orlando, FL

NMA World Mini Grand Prix
4/12-14 Las Vegas, NV
Info 310/868-8112 or 909/657-6782

NMA Ponca City Grand National C'ships
7/30-8/3 Ponca City, OK
Info 310/868-8112

Suzuki RM Cup
9/7-8 Branson, MO
Info 909/657-6834

Branson USA Nat'l MX Finals
10/4-6 Branson, MO
Info 909/657-6834

Texas Cross Country Series
2/26 Decatur, TX
3/10 Montague, TX
3/24 Whitney, TX
4/7 Wheatherford, TX
4/21 Montague, TX
5/5 Bulcher, TX
5/19 Gholson, TX
6/2 Bulcher, TX
6/16 St. Jo, TX
6/30 Fort Worth, TX
8/25 Bryson, TX
9/8 Fort Hood, TX
9/22 Durant, OK
10/6 Wheatherford, TX
10/20 Fort Hood, TX
11/3 Bryson, TX
Info 214/394-9168

MRAN Desert Series
2/11-12 Amargosa, NV
5/11-12 Pahrump, NV
6/9 Pioche, NV
7/6-7 Caliente, NV
8/4 Ely, NV
10/6 Las Vegas, NV
11/2-3 Beatty, NV
11/17 Las Vegas, NV

WSMC Road Race Series
2/18 Rosamond, CA
3/17 Rosamond, CA
4/21 Rosamond, CA
5/19 Rosamond, CA
6/16 Rosamond, CA
7/21 Rosamond, CA
8/18 Rosamond, CA
9/15 Rosamond, CA
10/20 Rosamond, CA
11/17 Rosamond, CA
12/15 Rosamond, CA
Info 805/256-1234

International Old Timers Motocross Series
3/23-24 La Grange, CA
4/13-14 Idaho Falls, ID
4/27-28 Marysville, CA
5/11-12 Boise, ID
5/25-26 TBA, WA
6/1-2 Edmonton, AB, Can.
6/27-28 TBA, Can.
7/29-30 Albany, OR
8/31-9/1 Fernley, NV

Motorcycle Asphalt Racing Series
3/3 Barberville, FL
5/18 Myrtle Beach, SC
9/6 Asheboro, NC
10/4 Asheville, NC
10/25 Kenly, NC
10/26 Charleston, SC
Info 803/626-7959

AMA Dual Sport Trail Ride Series
3/30-31 Hurricane Mills, TN
4/27-28 New Waverley, TX
5/4-6 Renfro Valley, KY
5/18-19 Mill Hall, PA
6/1-2 Lesterville, MO
6/8-9 Lake Isabella, CA
6/8-9 Elizabeth, WV
7/6-7 Logan, OH
7/13-14 Brightwood, OR
7/20-21 Adams, MA
7/28-9/2 Newberry, MI
8/24-25 Columbus, IN
8/31-9/1 Portland, OR
9/7-8 Golden Pond, KY
9/11-14 Steamboat Springs, CO
9/28-29 Phoenix, AZ
10/5-6 Mount Solon, VA
10/12-13 Angels Camp, CA
10/26-27 Terlingua, TX
11/29-30 Los Angeles, CA

AMA/District 37 Dual Sport Ride Series
2/10-11 Laughlin, NV
2/18 San Luis Obispo, CA
3/3 Temecula, CA
3/17 San Bernardino, CA
3/30-31 Big Bear Lake, CA
4/13-14 Newhall, CA
4/28 San Bernardino, CA
5/4-5 St. George, UT
5/5 San Bernardino, CA
5/18-19 Frazier Park, CA
5/25-26 St. George, UT
6/8-9 Lake Isabella, CA
6/16 Glendale, CA
6/29 Mammoth Lakes, CA
7/20-21 Sequoia N.F., CA
7/27-28 Independence, CA
8/3-4 Big Bear Lake, CA
8/24-25 Bass Lake, CA
9/7-8 Bishop, CA
9/21-22 Bishop, CA
9/29 Big Bear Lake, CA
10/5-6 Bishop, CA
10/13-20 Ridgecrest, CA

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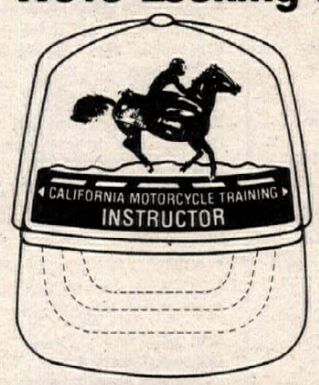

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CAL-ZONA
Vintage Motocross
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(619) 744-8052 John or
(602) 966-0101 Dave

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Open Riding Practice
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SEPARATE PEE WEE TRACK
Located 3 Miles East of 215 Freeway
On Ramona Expressway
at the Lake Perris Fairgrounds

CRC California Race Schedule
100% PRO PAYBACK

Sun., Feb. 11	CRC GP "Diamond Head"	Hungry Valley
Sun., Feb. 18	CRC MX	L.A.C.R.
Sun., Feb. 25	CRC MX	L.A.C.R.
Sun., March 3	CRC G.P. "Outlaw"	L.A.C.R.
Sun., March 10	CRC MX	L.A.C.R.

Practice Every Saturday Starting Jan. 13, 1996
Saturday Practice 9 a.m.-2 p.m. L.A.C.R.
CRC Info (805) 272-8889

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

10/27 San Bernardino, CA
11/2-3 Death Valley, CA
11/10 Riverside, CA
11/29-30 LA-Barstow-Las Vegas
12/1 Las Vegas, NV
12/29 Mojave, CA
Info 818/249-2141
*National Trail Ride Series event
Info 818/249-2141

CMC Golden State MX National Series

South Region
2/18 Ramona, CA
North Region
2/18 Carson City, NV
Pacific Northwest Region
2/11 Salem, OR
Final Showdown
3/2 Gorman, CA
3/3 Gorman, CA
Info 714/367-1141

GFI Winter Series

South Region
2/18 San Bernardino, CA
3/3 Perris, CA
3/24 Perris, CA
North Region
2/11 La Grange, CA
2/25 Hollister, CA
Info 909/684-6996

FEBRUARY

S	M	T	W	T	F	S
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4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29		

MARCH

S	M	T	W	T	F	S
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3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

• DENOTES PRO PAYBACK

Feb 9-11

OHIO SHOW - Cycle Madness, Eastwood Expo Center, Niles. Info: 216/847-2266.

• WISCONSIN ARENACROSS - AMA/ Mike Kidd Promotions, National Series, Mecca, Milwaukee. Info: 817/626-7297.

WISCONSIN SHOW - J&P Promotions, 14th Annual M/C Parts Extravaganza and Super Series Bike Show, Mecca Convention Center, Great Hall, Milwaukee. Info: 319/462-6011.

Feb 9-10

• NORTH CAROLINA MOTOCROSS - AMA/Victory Sports Racing, Indoor Winter Motocross Series, WNC Ag Center, Asheville. Info: 423/323-5497.

Feb 10-11

NEVADA DUAL SPORT - AMA/Tour n' Trail/Team Loomis, AVI Hotel and Casino, Laughlin. Info: 818/890-2209.

Sat, Feb 10

• CANADA ARENACROSS - CMA/ Future-west Promotions, Tucker Rocky B.C. Arena-cross Championship, Agri-Fair Arena, Abbotsford, B.C. Info: 604/794-3824.

• CALIFORNIA MOTOCROSS - Racing Enterprise, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• FLORIDA SHORT TRACK - Florida Motorcycle Flat Trackers Series - Rnd 13, Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

• FLORIDA MOTOCROSS - Inside Line Racing, Cen. Fla. MC Dealer Series/Florida Mini-Cycle Series, Orlando MX Park, Orlando. Info: 407/359-9260.

• FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Fort Lauderdale. Info: 305/321-9422.

IOWA FLAT TRACK - Mike Loagan Memorial Race, Veteran's Memorial Auditoriom, Des Moines. Info: 515/265-6439.

Feb 11-12

NEVADA HARE SCRAMBLES - MRAN, Amargosa. Info: 702/437-MRAN.

Sun, Feb 11

ARIZONA ENDURO - AMA/Arizona Trail Riders, National Enduro Championship Series, Wickenburg. Info: 602/944-2639.

• CALIFORNIA ROUGH SCRAMBLES - AMA/Lodi M.C., Lodi. Info: 209/544-1027.

• CALIFORNIA GRAND PRIX - CRC, Diamond Head G.P., Hungry Valley, Gorman. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - CMA/GFI Racing, GFI North Winter Series, LaGrange. Info: 209/673-8080.

CALIFORNIA VINTAGE MOTOCROSS - AHRMA, Sandhill Ranch, Brentwood. Info: 510/634-3328.

• CALIFORNIA MOTOCROSS - Motowest Racing/AMP, Hollister Hills MX Park, Hollister. Info: 415/587-8678 or 408/238-8208.

• FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, MX of Marion County, Reddick. Info: 407/333-2356.

• MARYLAND MOTOCROSS - AMA/Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

• MASSACHUSETTS ICE RACE - Hamilton Rod/Gun Club/GJM Promotions, Sturbridge. Info: 508/943-9197.

MICHIGAN ICE RACE - Great Lakes Ice Racers, 1/4 mile, Escanaba. Info: 906/226-6360.

MISSOURI HARE SCRAMBLES - Iowa Enduro Riders Association, Kahoka. Info: 515/795-3440.

NEVADA HARE SCRAMBLES - Motorcycle Racing Association of Nevada/Gamblers M/C, Yucca Mtn, Lathrop Wells. Info: 702/361-3060.

• NEVADA MOTOCROSS - CMC/Nevada Old Timers MX Association, Fernley International Raceway, Fernley. Inof: 702/867-2515.

• NEW YORK ICE RACE - AMA/Tri-State Motorcycle Club, Lembo Lake Park, Modena. Info: 914/564-4814.

NEW YORK ICE RACE - Electric City Riders, Warners Lake, E. Bernie. Info: 518/374-7979 or 518/274-4318.

• NORTH CAROLINA MOTOCROSS - Dirt World Promotions, 13th Annual Caroline Winter Series, Montrose Moto-x Park, Raeford. Info: 919/554-4467.

OHIO HARE SCRAMBLES - Sunset Ramblers, Galion. Info: 419/562-6931.

• OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

TEXAS MOTOCROSS - Greenville MX Park, Greenville. Info: 903/450-0017.

• WISCONSIN ICE RACE - CWIRA/Rusty's Backwater Saloon, Wisconsin River, Stevens Point. Info: 715/387-2501.

WISCONSIN SHOW - J&P Promotions, 14th Annual M/C Parts Extravaganza and Super Series Bike Show, Mecca Convention Center, Milwaukee. Info: 319/462-6011.

Fri, Feb 16

CALIFORNIA SWAP MEET - Intershows Motorsport Promotions, Motorcycle Swap Meet, Orange County Fairgrounds, Costa Mesa. Info: 714/364-2542.

Feb 16-18

• OHIO ARENACROSS - AMA/Mike Kidd Promotions, National Series, Riverfront Coliseum, Cincinnati. Info: 817/626-7297.

Feb 17-18

• CALIFORNIA INDOOR SHORT TRACK - AMA/Dist. 36/Generic Racing, Golden State Concrete Indoor Championship Series - Rnds 11 & 12, Glenn Co. Fairgrounds, Commercial Exhibits Building, Orland. Info: 916/873-0834.

• CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

• FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 407/793-3394.

• OHIO INDOOR MOTOCROSS - AMA/American Motosports Inc., Marion County Fairgrounds, Veterans Coliseum, Marion. Info: 614/596-2057.

• TENNESSEE MOTOCROSS - AMA/Victory Sports Racing, Indoor Winter Motocross Series, Walters State College Pavilion, Morristown. Info: 423/323-5497.

• WISCONSIN ICE RACE - CWIRA, Sat - no points/Sun - points/State Championship, Lake Dexter, Pittsville. Info: 715/884-2508.

Sat, Feb 17

• CALIFORNIA MOTOCROSS - Racing Enterprise, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• FLORIDA SHORT TRACK - Florida Motorcycle Flat Trackers Series - Rnd 14, Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

• FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Fort Lauderdale. Info: 305/321-9422.

• WYOMING INDOOR SHORT TRACK - Motorsports of America, Casper Event Center, Casper. Info: 800/544-8714.

Sun, Feb 18

ARIZONA MOTOCROSS - Cal-Zona II Vintage Motocross - California vs. Arizona, Canyon Raceway, Peoria. Info: 602/966-0101 or 619/744-8052.

CALIFORNIA ENDURO - AMA/Salinas Ramblers M/C, National Enduro Championship Series, Coalinga. Info: 408/449-4608.

• CALIFORNIA GRAND PRIX - CRC, L.A. County Raceway, Palmdale. Info: 805/272-8889.

• CALIFORNIA MOTOCROSS - GFI Racing, GFI Winter Series-South - Rnd 4, Glen Helen Raceway, San Bernardino. Info: 909/684-6996.

CALIFORNIA MOTOCROSS - CMC, Golden State Nationals, women's class, Barona Oaks Raceway, Ramona. Info: 818/348-1612.

CALIFORNIA MARATHON - Sandhill Ranch, Brentwood. Info: 510/634-3328.

• CALIFORNIA MOTOCROSS - Motowest Racing/AMP, Hollister Hills MX Park, Hollister. Info: 415/587-8678 or 408/238-8208.

• FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, Orlando MX Park, Orlando. Info: 407/333-2356.

• GEORGIA MOTOCROSS - Echeconnee Moto-X, Macon. Info: 912/788-8227.

• MARYLAND MOTOCROSS - AMA/Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

MARYLAND HARE SCRAMBLE - MD Competition Riders, Antietam Motorcycle Clubgrounds, Hagerstown. Info: 410/922-0334, 301/797-8686.

MICHIGAN ICE RACE - Great Lakes Ice Racers, 1/4 mile, Escanaba. Info: 906/226-6360.

NEVADA HARE SCRAMBLES - D-36/Desert Riders Inc., Dead Camel Hare Scrambles, Dead Camel Mountains, Fallon. Info: 702/867-4514.

• NEVADA MOTOCROSS - CMC/On Trac Events, Golden State Nationals, Silverstate Raceway, Carson City. Info: 702/267-4392.

NEW YORK MUD & SNOW SCRAMBLES - AMA/Square Deal Riders M.C., SDR Raceway, Harpurville. Info: 607/693-3159, 693-2634.

• NEW YORK ICE RACE - AMA/Tri-State Motorcycle Club, Lembo Lake Park, Modena. Info: 914/564-4814.

• NORTH CAROLINA MOTOCROSS - Sportman's Moto-X Park, Jacksonville. Info: 910/577-5850 or 938-1346.

• OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

TEXAS ENDURO - Texas State Enduro Championship Series, Championship Division/East Texas Division, Jimmy Jack, Saint Jo. Info: 800/55-TSCEC.

TEXAS SHOW & SWAP MEET - Motorcycle Show & Swap Meet, Convention Center, Waco. Info: 214/216-5520.

TEXAS ENDURO - Black Jack Enduro Circuit, Jimmy Jack Enduro, St. Jo. Info: 417/345-6211.

• TEXAS HARE SCRAMBLES - AMA/Trail Riders of Houston, Texas State Championship Series - Rnd 6, Sonntag Ranch, Sublime. Info: 713/910-3131.

Feb 23-24

• OKLAHOMA INDOOR SHORT TRACK - Motorsports of America, Hardy Murphy Coliseum, Ardmore. Info: 800/544-8714.

Feb 23-25

• CONNECTICUT ARENACROSS - AMA/Mike Kidd Promotions, National Series, New Haven Coliseum, New Haven. Info: 817/626-7297.

• OHIO ARENACROSS - Faircross Promotions/CRA, Summit County Fairgrounds, Akron. Info: 216/948-1478.

PENNSYLVANIA SHORT TRACK - AMA/Armin Hostetter/Trailway Speedway, 18th Annual Motorama Indoor Races and Speed Show, Harrisburg. Info: 717/359-4310.

Fri, Feb 23

• OHIO INDOOR MOTOCROSS - AMA/American Motosports Inc., Marion County Fairgrounds, Veterans Coliseum, Marion. Info: 614/596-2057.

• PENNSYLVANIA SHORT TRACK - AMA/Motorama/Trail-Way Speedway, Pennsylvania Farm Show Complex, Harrisburg. Info: 717/359-7056 or 717/359-4310.

Feb 24-25

CALIFORNIA TT DIRT TRACK & MOTOCROSS - AHRMA/Triple 'M' Promotions, Tulare Cycle Park, Tulare. Info: 209/685-0503.

CALIFORNIA EURO SCRAMBLES & HARE & HOUND - Dist. 37/Checkers M/C, Cougar Butt, Lucerne Valley. Info: 818/574-1588.

ILLINOIS SHOW - J&P Promotions, 12th Annual World's Largest Super Series Bike Show & Parts Extravaganza, McCormick Place East Building, Chicago. Info: 319/462-6011

• PENNSYLVANIA ARENACROSS - AMA/Motorama/Trail-Way Speedway, Pennsylvania Farm Show Complex, Harrisburg. Info: 717/359-7056.

• WISCONSIN ICE RACE - CWIRA, Sat - no points/Pro Class only, Sun - points, Lake Pacawa, Plover. Info: 715/341-8902.

Sat, Feb 24

• CALIFORNIA MOTOCROSS - Racing Enterprise, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• FLORIDA SHORT TRACK - Florida Motorcycle Flat Trackers Series - Rnd 15, Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

• FLORIDA MOTOCROSS - Inside Line Racing, Cen. Fla. MC Dealer Series/Florida Mini-Cycle Series, Orlando MX Park, Orlando. Info: 407/359-9260.

• FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Fort Lauderdale. Info: 305/321-9422.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

• OHIO INDOOR MOTOCROSS - AMA/American Motosports Inc., Marion County Fairgrounds, Veterans Coliseum, Marion. Info: 614/596-2057.

• OKLAHOMA INDOOR DIRT TRACK - Vintage Dirt Track Racers Assn., Purcell Expo, Purcell. Info: 918/836-6999.

Sun, Feb 25

• CALIFORNIA GRAND PRIX - CRC, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - CMA/GFI Racing, GFI North Winter Series, Hollister Hills, Hollister. Info: 209/673-8080.

CALIFORNIA ENDURO-THON - 2-man, 2-hour, 2-mile scrambles course, San Jose Fairgrounds Speedway, San Jose. Info: 408/295-6906.

CALIFORNIA SHOW - Long Beach Motorcycle Parts Exchange, Long Beach Veteran's Memorial Stadium, Long Beach, Long Beach. Info: 310/426-4641.

CALIFORNIA OBSERVED TRIALS - AHRMA/AMA/Starman Motosport, vintage/beginner, Frank Raines OHV, Patterson. Info: 916/967-0262.

CALIFORNIA GRAND PRIX - SRA, Perris. Info: 714/957-2985.

• COLORADO MOTOCROSS - SRAC/MEM Promotions, Coyote Raceway, Colorado Springs. Info: 800/242-6581.

• FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, Sun State Raceway, Ona. Info: 407/333-2356.

• GEORGIA HARE SCRAMBLES - Mid South Winter Hare Scrambles Series, Bremen. Info: 615/859-0873.

ILLINOIS HARE SCRAMBLES - Iowa Enduro Riders Association, Keithsburg. Info: 515/795-3440.

• KANSAS HARE SCRAMBLES - K.O.R.R. Championships, 2-man/3-hour, Rockin Bar M Ranch, Newton. Info: 316/942-6527.

• MARYLAND MOTOCROSS - AMA/Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

MICHIGAN ICE RACE - Great Lakes Ice Racers, 1/4 mile, Escanaba. Info: 906/226-6360.

• NEVADA MOTOCROSS - CMC/Nevada Over the Hill Gang, Fernley International Raceway, Fernley. Info: 702/356-6043.

• NEW YORK ICE RACE - AMA/Tri-State Motorcycle Club, Lembo Lake Park, Modena. Info: 914/564-4814.

• NORTH CAROLINA MOTOCROSS - AMA/Dist 29/Sportman's Moto-X Park, Jacksonville. Info: 910/577-5850 or 938-1346.

• NORTH CAROLINA MOTOCROSS - Dirt World Promotions/AMC, 13th Annual Carolina Winter Series, Montrose Moto-x Park, Raeford. Info: 818/554-4467.

• OHIO INDOOR MOTOCROSS - AMA/American Motosports Inc., Marion County Fairgrounds, Veterans Coliseum, Marion. Info: 614/596-2057.

• OHIO HARE SCRAMBLE - AMA/Hocking Valley Motorcycle Club, Logan. Info: 614/864-0010.

TEXAS DIRT TRACK - Texas Half Mile, Pros, amateurs, vintage & 883, Devils Bowl Speedway, Dallas. Info: 214/216-5520.

Wed, Feb 28

• ARIZONA MOTOCROSS - Cerbat Motorsports, Kingman. Info: 520/757-7438.

March 1-3

• COLORADO ARENACROSS - AMA/Mike Kidd Promotions, National Series, Denver Coliseum, Denver. Info: 817/626-7297.

March 2-3

CALIFORNIA GRAND PRIX - AMA/D-37/Prairie Dogs M.C., 1996 Big Six G.P. Series, Glen Helen, San Bernardino. Info: 909/678-0419 or 714/751-9238.

CALIFORNIA MOTOCROSS - CMC, Golden State Nationals, women's class, Quail Canyon OHV, Gorman. Info: 818/348-1612.

Sat, March 2

• CALIFORNIA MOTOCROSS - Racing Enterprise, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• CANADA ARENACROSS - CMA/Future-west Promotions, Tucker Rocky B.C. Arenacross Championship, Agri-Fair Arena, Abbotsford, B.C. Info: 604/794-3824.

• FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Fort Lauderdale. Info: 305/321-9422.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

Sun, March 3

ARKANSAS ENDURO - Black Jack Enduro Circuit, Bear Creek Enduro, Kirby. Info: 417/345-6211.

• CALIFORNIA MOTOCROSS - GFI Racing, GFI Winter Series-South - Rnd 5, Perris Raceway, Perris. Info: 909/684-6996.

CALIFORNIA MOTOCROSS - Triple 'M' Promotions, Tulare Cycle Park, Tulare. Info: 209/685-0503.

CALIFORNIA DUAL SPORT - Team Dual Dogs, KTM California Dual Sport Series/Palomar Adventure, Temecula Cycles, Temecula. Info: 818/701-1913.

CALIFORNIA ENDURO - Chaparrals M.C., Teagle Wash, Red Mountain. Info: 714/528-3007.

FLORIDA FLAT TRACK - AMA/On Track Promotions, Motorcycle Asphalt Racing Series, Volusia County Speedway, Barberville. Info: 803/626-9455 or 803/626-7959.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____

RESULTS

Motocross Colorado State Championship Series 1995 Final Standings By John Clifford

50 NOV
Adam Harvey
Jeff Hill
James Harmon Jr.
Jimmy Deandrea
Matt Hertzing
80 NOV
Adam Houle
John Russell
Nathan Conley
Brad Allarid
Kyle Locke
80 OPEN
Travis Riley
Chad Zulian
Mike Maddock
Andrew Short
Adam Burris
125 NOV
Aaron Hill
David Detwiler
Don Conley
Chris Kieckhafer
Glenn Seng
250 NOV
Joe Arnold
Jake Rae
Virgil Sampson
Brian Root
Doug O'Neill
OPEN NOV
Darin Guerrie
Craig Buck
Allen Randa
William Porch
Stewart Smith
VET NOV
Susan Cheney
Arine Monteleone
Doug Hardin
Warren Cays
Derek Woodman
SR NOV
Murel Connet
Ed Overacker
Bill Sherman
Ken Hruby
Kevin Kapp
60 AM
Marc Warmuth
Cody Jensen
Matt Burris
Brad Alaird
Tony Valdez
80 AM
Adam Burris
James Reimer
Doug Leavitt
Clint Peterson
Kevin Hall
125 AM
Mike Pagano
Landon Moody
Norman Handley
Kevin Sutton
Jerrod Fessler
250 AM
Mike Pagano
Kevin Guiles
Robbie Fox
Andy Brannon
Jake Hogan
OPEN AM
Russell Moore
Mitch Dawson
Mark Borgen
Andy Brannon
Jeff Brewster
VET AM
Frank Floyd
Jeff Quenzer
Jim Clawson
John Clifford
Pete Bannister
SR AM
Glade Hill
Kirk Royer
Ralph Sutton
80 EX
Travis Riley
Scott Meyer
Chad Zulian
Andrew Short
Scott Burris
125 PRO
Andy Atkins
Jeremy Hinrichs
Shawn Morgan
Lane Swink
Paul Lindsey
250 PRO
Kip Sandell
Andy Atkins
Wayne Balliet
Keith Cambell
Derek Brown
OPEN PRO
Kip Sandell
Keith Cambell
Wayne Balliet
Andy Atkins
John Merwin
VET PRO
Shawn Smith
Bryan Curtis
John Merwin
David Danko
Brent Smith
SR EX
Dwight Cantalano
Mark Poindexter
Pete Edmisten
Dan Greenwood
Don Eckhart
S/SR
Gary Shiramizu
John Beavers
Bryon Wolf
Ed Perrington
Dave Wollaston
WMN NOV
Cynthia Bennett
Jayna Haney
Cheryl Place
Dawn Winezewski
Joni Gaza
WMN AM
Brookie Renker
Christine Donavan

Motocross Racing in the Redwoods 1995 Final Standings By John Silva

250 EX
Sean Conley
Jim Sisemore
Kervyn Cole
Kevin Knox
Tim Phillis
125 EX
J.R. Mason
Dusty Jackson
James Kerrigan
VET EX
Tim Phillis
O/T EX
Joe Shepp
John Cooper
Rod Nordstrum
O/T INT
Jerry Johnson
Carl Bowling
Kerstin Howes
O/T NOV
Jim Moffat
VET INT
Sam Ford
VET NOV
Will Evans
Phil Rose
Dennis Cristy
OPEN INT
Scotty Turner
Dusty Jackson
John Cook
250 INT
Joe Rust
Bryon Frick
Jesse Bath
125 INT
Jesse Bath
OPEN NOV
Peter Ellis
Bill Sines
Jim Pastori
250 NOV
Zack Bignon
Jerry Johnson
Travis Rock
125 NOV
Craig Holt
Mike Byerly
Joe Rigney
S/MINI
Zackary Woodward
T.J. Huggins
Josh Holt
80 NOV
Zackary Woodward
Josh Holt
T.J. Huggins
80 BEG
Matt Howes
Joe Vincent
Drew Coleman
60
Ryan Dalton
Joseph Dominick
Jacob Loewenthal
P/W
Kyle Shelton
Tyler Dalton
J.J. Gonsalves
VINT
Bill German
Danny Jensen
Fred Ghashgai
WMN
Tasha Buck
Donna Clark
Wendy Buck
4-STRK
Solomon Gienger
Mark Grossman
Karl Selitseh

Trial Florida Trials Association Championship Series Round 6 Crooms, FL January 14 By Brock Sattlemeier

BEG	
Jeff Campbell	Yam
George Quinn	Hon
Jonathon Bell	Yam
NOV	
Tom Vent	Bet
Dale Wenzel	Yam
Darren Miller	Bet
SR B	
Richard Lomano	Hon
Bill Catogni	Hon
Bill Sheffield	Yam
SR A	
George Edwards	Yam
Dave Polson	Mon
Oscar Bustamante	Mon
INT	
Chris Florin	Mon
Robin Westbrook	Yam
Bral Buament	G-G
ADV	
Garry Dame	Fan
Doc Jenkins	Bet
Brian Jones	G-G
EX	
Jack Stites	G-G
Brock Sattelmeier	Bet
Chuck Walker	Bet

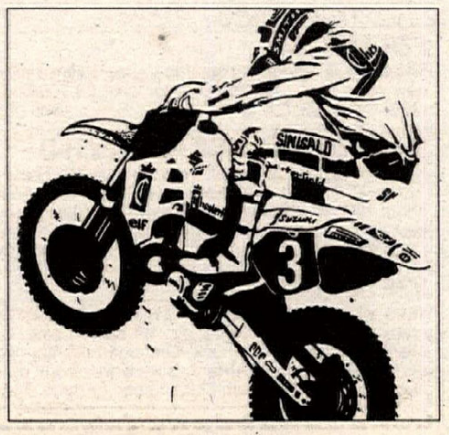
Motocross 13th Annual Carolina Winter Series Montrose MX Park Raeford, NC January 14 By Robin Atkins

65	
Jason Bryant	Kaw
Scott Terry	Kaw
Steven Locklear	Kaw
Dustin Myers	Kaw
Duson Oates	Hon
85 BEG	
Jason Bryant	Yam
Cole Terry	Yam
Brandon Privatte	Hon
Chris Roberts	Hon
Dennis West	Yam
85 ADV	
William Belton	Yam
Jason LaPlante	Hon
Jeff Owen	Hon
Andrew Tsakanikas	Suz
125 SCHBY (12-15)	
Glenn Caulk	Yam
Neil McClelland	Kaw
125 D	
Eric Thomas	Kaw
Jay Lamm	Hon
David Denham	Suz
Aaron Mellgren	Suz
Van Ethridge	Hon
125 C	
Ronald Lewallen	Hon
Barry Shiver	Kaw
Robbie Cashwell	Hon
Jason Brown	Yam
James Jetmar	Suz
125 B	
Jay Brown	Kaw
Joe Sanwick	Suz
Kurt Inscoe	Kaw
125 PRO	
Troy Brewer	Hon
Patrick Slate	Hon
Jacob Dombrosky	Suz
Brandon Turlington	Suz
Chris Wagner	Hon
250 D	
Billy Smith	Hon
Jerry Troyer	Hon
Rob Mundt	Kaw
250 C	
Jason Thomas	Yam
Daryl Adcox	Hon
Barry Shiver	Kaw
Jason Whitt	Yam
Wesley Turner	Suz
250 B	
Kurt Inscoe	Kaw
Kevin Mast	Suz
Troy Downs	Yam
250 PRO	
Patrick Slate	Hon
David Price	Yam
Troy Brewer	Hon
Jacob Dombrosky	Suz
Jose Clememte	Suz
TRAIL RDR	
Lee Sessoms	Suz
John DiDomenico	Hon
Shane Queen	Hon
Ted Hower	Yam
Rudy Amorejano	Hon
U/L	
Troy Downs	Yam
Wesley Turner	Suz
Tim Luckadon	Yam
Jeff Keeton	Yam
25+ A	
Rob McWhorter	Hon
Ted Orr	Suz
25+ B	
Vance Earl	Yam
Darin Emswiler	Hon
Kevin Mast	Suz
30+ A	
Jimmy Johnson	Hon
Jose Clemente	Suz
30+ B	
Danny Skipper	Yam
Vance Earl	Yam
Russ Pickett	Hon
Lawrence Butler	Yam
Ted Howell	Yam
35+ B	
Paul Mundt	Hon
Junior Bryant	Yam
Arnold Martin	Yam
Tim Huffman	Hon
40+ B	
Billy Privatte	Hon
John DiDomenico	Hon
Jimmy Evers	Yam
Terry Cullers	Kaw
Pete Tsakanikas	Hon

Hare Scrambles Arkansas Series 1995 Final Points Standings By Gorman Smith

O/A	
Jeff Fischer	Kaw
Eric Brewer	Hon
Everett Ratliff	Hon
Eli Beard	KTM
Kenny McGee	Hon
JR	
Heath Weston	Kaw
Luke Melton	Kaw
Jason Harmon	Kaw
125 B	
Brian McClaran	Kaw
Donnie Stinson	Suz
Michael Hudson	Yam
Greg Tinney	Suz
Shane Lee	Suz
Joby Windmiller	Yam
200 B	
Daren Ogden	Kaw
Glen Partain	Kaw
John Welsh	Kaw
Zack Devereux	Hon
Mike Petty	Yam
250 B	
Mike Lacefield	Hon
Jeff Tarlton	Kaw
Freddy Mott	Suz
Steve Harris	Hon
Mike Stinson	Hon
4-STRK	
Kenny McGee	Hon
Danny Littleton	Hon
John Stubblefield	Hon
Keith McGee	Hon
J. Faulkner	Suz
OPEN B	
Scott Nelms	Hon
Nelson Moore	ATK
Carrol Dickerson	Hon
Sam Swilling	KTM
Jackie Hill	Hon
SR	
Scott Duncan	Suz
Ike Weston	Hon
David Henderson	Kaw
Jim Devereux	Hon
Butch Gardner	Kaw
S/SR	
Darrell Judy	Kaw
Ronnie Tanner	Suz
Gorman Smith	KTM
Doug Beyer	Hon
Jerry Kocinski	Hon
INT A	
Eli Beard	KTM
Everett Ratliff	Hon
Mark Pauken	Kaw
Lance Smith	Yam
James Clark	Kaw
AA/EX	
David Smith	Hon
Eric Brewer	Hon
Jeff Fischer	Hus
Jack Bailey	Hon
Benny Richards	Hon

Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.



WANT ADS

HELP WANTED

Used Bike Manager/Buyer
Harley, Honda, Kawasaki, Suzuki, Yamaha needed immediately. Contact Bob Beck. (310) 945-3494. CA. (201-06)

HARLEY DAVIDSON BMW proud of your technical skills, believe in doing it right, you need to join our team. We have a reputation for service excellence, a benefit package, insurance, profit sharing, paid vacation, Factory training program. McCoys, US 41, Green Bay, WI 54303. 1(800) 236-1729. WI. (203-TFN)

AGV IS LOOKING for a combination Sales manager/sales person to work in a very fast paced, hectic, high energy environment. Our office is located in Frederick, Maryland. Experience or strong interest in outdoor action sports a plus. Must have past sales and sales management experience. This position requires selling as well as managing. Salary plus commission. Please call (800) 777-7006 for an appointment and/or fax your resume to (301) 663-8950. MD. (204-07)

AGV IS LOOKING for an inside salesperson for our fast paced, hectic Ferderick sales office. Experience or strong interest in outdoor action sports a plus. Must have a good telephone manner and be computer literate. Excellent territories and commission structure. Please call (800) 777-7006 for an appointment and/or fax your resume to (301) 663-8950. MD. (204-07)

Technician Wanted
Honda M/C Yamaha W/C dealer needs experienced tech. Year round position. Low cost of living, mild winters. Jackson, TN. (901) 668-4194. TN. (304-07)

Parts Counterperson
For busy motorcycle/watercraft dealership. Lightspeed experience a plus. Aggressive, sales oriented person will get the job. Contact Bob Cochran at Whittier Fun Center. 14043 E. Whittier Blvd., Whittier, CA 90605. (310) 945-3494, ex. 22. CA. (204-06)

Service/Parts/Sales
Los Angeles Triumph Suzuki Honda and classic British dealer. Immediate openings. Next to ocean and LAX. Ask for Bob. (310) 674-1431. CA.(204-07)

Salesperson Wanted
We sell Sea-Doo, Honda, Suzuki. Aggressive and experienced person ok. Perris, Ca. Fax resume to (909) 943-4644, Raceway Honda Suzuki Sea-Doo (909) 943-2061. CA. (205-06)

Service Parts & Office
Experienced watercraft/motorcycle parts person and mechanic needed. Also, office help. Precision motorcycle and watercraft. (718) 837-2896. NY. (105-06)

Assistant Service Manager
Large multi-line motorcycle and watercraft dealer in Daytona Beach. Excellent customer skills, dealer experience required. Immediate opening. Fax resume: (904) 253-6796. FL. (205-06)

Technicians Needed
Multi-line dealer needs technician for motorcycle, watercraft and generators. We offer paid vacations, funded education, year round work. Honda of N. Hollywood, contact Michael Hughes (818) 766-6134. CA. (205-07)

Race Tech
Is expanding and is looking for a suspension technician with experience. Call and ask for Mike (909) 594-7755. CA. (205-08)

Honda Sea-Doo Technician
Central California Honda/Sea-Doo/Yamaha dealer needs factory trained technician. Good benefits and income potential. Coastal living with a great riding and working environment. Send resume to: San Luis Honda, 1239 Monterey St., San Luis Obispo, CA 93401 or fax (805) 541-0187. CA. (205-06)

Sales Service Parts F&I
Immediate openings Action Motorsports in York, Pennsylvania continues expanding and has a need for professionals with a minimum of 3 years industry experience. Call, fax or write to John Yurejefcic, 1881 Whiteford Road, York, Pennsylvania 17402, phone (717) 757-2688, fax (717) 840-4364. Excellent pay, paid vacation, paid holidays and health insurance. PA. (305-06)

MECHANICS WANTED - Temple City Power Sports a multi-line dealership with watercraft and motorcycle. Experience a must, full-time position, great money and benefits. Call John Z. (818) 287-6167. CA. (205-08)

Parts Counter Person
Experienced preferred, will train right person. Contact Mo at Long Beach Yamaha (310) 427-2779. CA. (205-06)

Sales, Parts, Technicians
The largest multi-line motorcycles, pwc, atv and auto dealership in the valley. Exciting and long term growth opportunity with excellent benefits ins. 401K, paid vacations. Retail experience and basic knowledge of motorcycle, atv, and pwc is desired. Contact Darlene Kawasaki at Clawson Motorsports, 6334 N. Blackstone, Fresno, CA 93710. (209) 435-5020 or fax resume and pay schedule (209) 431-0605. CA. (301-02)

Motorcycle Mechanic
Experienced Honda preferred. New facility and ownership, competitive wages and benefits. South Georgia location. (912) 287-1777. GA. (305-06)

Manager
Multi-line motorcycle and watercraft dealer has immediate opening for an aggressive sales-oriented person in sunny So. Calif. One of the largest dealers in U.S. Resumes to: Div. QQ, P.O. Box 498, Long Beach, CA 90801-0498. CA. (206-08)

Honda Technician
Long time established, small, busy Honda dealership needs full time experienced Honda technician, immediate opening, benefits, Glendale, CA. Please call Brian (818) 246-2461, fax resume (818) 246-4586. CA. (206-09)

Life's A Beach
Service Techs. Live and work on the sunny California coast. Del Amo Motorsports is now accepting resumes for qualified motorcycle/watercraft technicians. We service Yamaha, Kawasaki, Sea-Doo, Ducati. Looking for team players fax resume attention Jeff (310) 379-2730 or mail to 1512 Aviation, Redondo Beach, CA 90278. No phone calls please. CA. (206-07)

ILLINOIS LARGEST dealer is looking for experienced motorcycle technician, $20,000-$50,000 potential. We are growing, customer oriented, full line dealer. Fax resume to (847) 362-7123 or call (847) 362-7110 ask for Cindy. IL. (206)

Suzuki-Triumph-Tigershark
Immediate full time opportunity for prof. tech. Super service dealer has benefits including medical plan, holidays, vacation. Ride & earn year round in central Florida. Fax resume to Thad (407) 578-6823. FL. (206)

Parts/Service/Manager
Central PA. full line Yamaha dealer. Looking for highly motivated, professionals. Openings for Parts and Service Manager. Excellent pay and benefits. Mail or fax resume to Yamaha of Camp Hill, 1101 Slate Hill Road, Camp Hill, PA 17011, Attn: Duane Summers. Fax # (717) 761-6915, (717) 761-6192. PA. (206)

Mechanic and Service Mgr.
Kawasaki Jet Ski no. 1 in L.A. County dealer. Immediate position. Burbank Kawasaki (818) 848-6627, (818) 848-6630 fax. CA. (206-07)

Salesman Wanted
Berts Motorcycle and Watercraft Mall the #1 Sea-Doo dealer in the world. Looking for top sales people Honda, Yamaha, Kawasaki, Suzuki, Ducati, Sea-Doo. Work for the leader in the industry. Excellent training program. Apply in person. 900 W. Foothill Blvd., Azusa, CA 91702. CA. (206)

Technician
Pacific N.W. multi line dealer needs experience technician year round position. Japanese M/C ATV PWC. (360) 736-0166. WA. (206)

Salesmen Wanted M/F
Sell the best! Multi-line motorcycle/watercraft dealer. Honda, Sea-Doo + more. High volume, top pay, benefits. Apply today. Paul. Fax (213) 464-8201, (213) 466-7191. CA. (206)

Sales, Parts, Technicians
The largest multi-line motorcycles, pwc, atv and auto dealership in the valley. Exciting and long term growth opportunity with excellent benefits ins, 401K, paid vacations. Retail experience and basic knowledge of motorcycles, atv and pwc is desired. Contact Darlene Kawasaki at Clawson Motorsports, 6334 N. Blackstone, Fresno, CA 93710. (209) 435-5020 or fax resume and pay schedule (209) 431-0605. CA. (306)

EASTERN WASHINGTON multi-line dealer needs experienced technician/shop foreman for year round position. Japanese and European m/c, ATVs, PWCs and snowmobiles. Base plus commission. (509) 758-5343. WA. (306-09)

Sales or FI Mgr.
Kawasaki Jet Ski no. 1 in L.A. County dealer. Immediate position. Burbank Kawasaki (818) 848-6627, (818) 848-6630 fax. CA. (206-07)

BMW Technician
Quality first, customer loyal BMW/Triumph dealer looking for experienced/qualified BMW tech. Top pay/benefits, excellent opportunity. Please call Ron Usenza @ (518) 377-8600 or fax (518) 377-9040. Birkshire Motor Works, Schenectady, NY. (306-09)

Service Manager Wanted
High volume! Honda, Yamaha, Suzuki Kawasaki, Sea-Doo, Ski-Doo dealer. Experience necessary. Must be organized, creative, aggressive motivator. Call Ken (914) 454-2810, fax resume (914) 454-3173. NY. (306)

Best Job, Best Location
Immediate opportunity for experienced Harley Davidson Phd. tech. in sunny s.w. FL./lg. dealership. Top pay - top benefits and bonus program. Send resume P.O. Box 61704, Ft. Myers, FL 33906-9907 or call Serv. Manager (941) 275-5535. FL. (306-07)

Mechanic Wanted
After 27 years in business one of SC's largest multi-line dealerships with a new 20,000 sft. ultra-modern facility needs a qualfied technician. Three locations and largest salvage yard in the south. Located in the fastest growing region in the southeast. You have a minimum of 5 yrs. experience with all major Japanese motorcycles and all personal watercraft. Must have letters of reference, and management ability. Up to $40K potential annually to qualified individual. Call (864) 244-5447 or fax your resume to (864) 244-1696. SC. (306)

Best Wrench Around?
Large, fast paced, multiple franchise dealer in Washington D.C. area needs a mechanic, experienced with motorcycles and personal watercraft. Mega-dealership offers a superb opportunity. Isn't it time to work at a top rate dealership w/full benefits, paid vacation and top pay? Relocation assistance is available. We have work waiting for you. Coleman Powersport (800) 888-3619 Paul Thompson ext. 40. VA. (306-07)

Honda-Suzuki MC Sales
Orange County, CA looking for a person with a good track record. Must be a self-starter. We pay top comm. to a top person. Contact Tom (714) 521-3642, fax (714) 521-9070. CA. (206-07)

Service Personnel
To work in established BMW dealership. Fax inquiry - resume to (303) 936-7374. CO. (106-08)

Motorcycle Technician
Fast growing aftermarket parts, accessory and service store with two locations in NE Ohio needs experienced technician with positive work habits and proven track record. Salary and commission negotiable with experience. Call Mike for further details! (216) 741-1883. OH. (105-06)

Parts Manager Assistant
Orlando dealer needs person to assist in inventory control and sale of parts and accessories. Retail experience and basic knowledge of motorcycle, ATV and PWC is needed. Good benefits and working conditions. Call Mike (407) 295-0045. FL. (206)

BUSINESS OPPORTUNITIES

Business For Sale
Ceramic composite cylinder plating service business. Includes shop equipment, office equipment, formula for processes, small inventory. Serious inquiries by fax only. Fax (619) 560-7036. CA. (228-TFN)

Business To Sell/For Lease
Established 1970 Husky KTM Husaberg Maico sales and service. Complete turn key location on So. Cal's busiest freeway. Best offer over 65k. Largely inventory and fixtures. Inquirey by fax. (818) 813-9170. CA. (106-07)

COLLECTORS

'74 BMW R90S Daytona. Orange, Lester wheels, hard backs. Good condition. $2,950. (310) 546-7466. CA. (342-22/C)

Bultaco Parts
Books and t-shirts. Lynn Mobley. Mon-Sat. (702) 267-2103. Nevada. (301-08/C)

Wanted: H-D Solo Seat
Fits '54 model K through '64 Sportster. Want NOS, good used or good usable pan. (708) 961-0946. IL. (304-06/C)

Wanted 1973-1975 Kawasaki Z1 900
Please call. 1(800) 833-3778. CA. (202-TFN/C)

1974 Bultaco 250 Pursang
Mint condition. Polished wheels, side cases and forks. Works Performance shocks. 0 miles since ground up restoration. Race or show. $2,800/obo. Leave message. (714) 496-2229. CA. (304-06/C)

1973 Honda CR250M
Vintage race bike, raced once. Excellent condition. New parts, $1,500. Honda Peninsula (408) 245-7840. CA. (205-06/C)

1968 Yamaha Yasic 125
Original mint condition, two stroke twin, pearl white, 2,900 miles, $1,800 firm. (617) 834-1520. MA. (105-06/C)

Maico/M Star Parts
Tons of parts cheap!! Also buy/sell/trade. Poet M/C (406) 587-8888. MT. (305-11/C)

Sachs 100
1969 Sachs 100 basket case leading links front end needs trans repair $200/obo. (213) 256-1901. CA. (305-06/C)

BRIAN ERIKSSN 1970's Bonneville record holder on Yalmaha TR2B. Please contact Keith (407) 277-1031. (305-08/C)

TWENTY BULTACOS for parts or restoration, no reasonable offer refused. (601) 366-5810. MS. (305-06/C)

California Triples
Kawasaki H1-500 H2-750 specialist, bikes, bike parts, expansion chambers. Call (510) 569-9439, fax (510) 569-4236. CA. (305-08/C)

Wanted Penton 100-125-175
Complete bike, no junk 1973-1975. (800) 675-3089. OH. (305-07/C)

WANTED BSA 500 mx Rickman or Cheney frame, Westlake preferred, good condition. (909) 585-6001. CA. (305-06/C)

VINTAGE MX - 1971 BSA B-50MX, 1969 Sprite 405GT (not Eagle), both original, complete, excellent, $2,000, $1,500. Delivery possible. (816) 531-8495. MO. (106/C)

Wanted: Yankee Parts
Shop manual, rear brake caliper, complete exhaust, air box, side panels. Call John, Tues - Sat., 8:00a.m.-3:00p.m. (517) 835-5441. MI. (106/C)

1966 Suzuki X-6 Hustler
Great original condition, includes spare motor and NOS parts. $1,250. (914) 658-8377. NY. (106/C)

★★★Hodaka Parts★★★
Shipped ANYWHERE UPS, 24 hour answering machine, we'll call you back! PHILLIPE SERVICES. (714) 582-8332. CA. (248-TFN/EOI/C)

'59 Bonneville
Basket case $2,500. 2 other pre-units and 2 Nacelles. Wayne (619) 727-0301. CA. (306/C)

HONDA MINI trail 50 bikes. New/used parts. (818) 335-8932. CA. (306-11/C)

BORRANI WM2-3 18" 40H rims and Goodyear treaded roadrace tires needed to complete project. Leo, days (908) 381-8553. NJ. (306-11/C)

Attention
Classic motorcycle parts for sale. Mostly Honda and Kawasaki. (916) 487-2337. CA. (306-08/C)

29mm SMOOTH BORE carbs. $250. (216) 335-7365, (216) 334-7814. OH. (206/C)

Yamaha 1974 360MX
Original knobbies runs perfect. Yellow/black. Can deliver in Calif. $1,300. Dennis (510) 841-2652. CA. (306-07/C)

70s MAGAZINES: Cycle World (50), Cycle (53), Cycle Guide (43), Motorcyclists (31). $550/all. (503) 391-9734. OR. (306/C)

Wanted: Benelli Single Parts
For 250/350. Need fuel tank and other misc. items. Alex (619) 434-3783. CA. (306-07/C)

BSA BB34 FRAME, forks, wheels, cases and head $800. Featherbed frame, fiberglass tank and seat $600. '65 Jawa 500cc engines $500/pr, NSU 4-cylinder 1200cc engine $800. BSA Goldstar Lyta style alloy tank $400. Truckload A65 parts $500. (408) 659-0329. CA. (306-07/C)

1972 H-D XR750 good running condition, plus history $7,000. (618) 945-5304. IL. (106/C)

GENERAL MERCHANDISE

ATK Factory Warranty
Dirt bikes with one year factory warranty? Unheard of? Not now!! Purchase your new ATK now and receive one full year factory warranty. Hurry! Offer expires 2/29/96. Simi Valley Honda ATK - call Mark for all the details. (800) 943-8938. CA. (205-06)

★★★Lou's Leathers★★★
(904) 626-1382. FL. (249-TFN)

Wanted: 1977-1978 Suzuki GS400
Electric start only. Please call 1(800) 833-3778. CA. (202-TFN)

Custom Made Decals
(800) 843-8244, (708) 208-9289. IL. (231-TFN/P)

New Kaw 1995 KX250, Below Cost Sale
Poway Kawasaki 1(800) 350-4151. CA. (249-TFN)

E-Z Up Instant Shelters 10x10
Express $279. Ship anywhere in US. Poway Honda 1(800) 350-4151. CA. (249-TFN)

Parts, Parts, Parts, Parts
I have too many! Cosmetics, forks, frames, motors, etc. for GSXR, FZR, CBR, ZX-6, 7, 11, Katana, GS500, EX500 and more. Reasonable. (714) 557-2558. CA. (349-06)

1(800) Laverda
Bought, sold and parts. CA. (201-TFN)

Wanted 1979-80 KZ1000 MK II
Please call 1(800) 833-3778. (224-TFN)

★★★★★★Husqvarna★★★★★★
Big Bore kits. Racing ignitions. Parts UPS daily. Mazzaferro. (707) 938-5744. CA. (225-TFN)

Wanted 1975-77 Honda CB400F
Please call 1(800) 833-3778. CA. (202-TFN)

Wnt: '82-'83 Kaw KZ1000R (ELR)
PLease call 1(800) 833-3778. CA. (202-TFN)

Ducati And Moto Guzzi
New and used sales. Take anything on trade. In stock 916s, M900s, 650 Larios, 900SS other models available too. 1(800) 52-BIKES. (201-TFN)

Frames For Sale!!!
1993 GSXR1100, 1995 CBR600F3, 1993 CBR900RR, 1994 ZX11D, 1992 GSXR600/750 water cooled, 1991 ZX11. All frames are good with salvage titles. (708) 339-2330. IL. (101-08)

Wanted 1982 Kaw GPz 1100
Please call 1(800) 833-3778. (224-TFN)

D'S LEATHERS. (419) 729-9639. OH. (330-28)

Race Ready Triumph Speed
Triples. Free delivery. (414) 684-0237. WI. (301-06)

'92 GSXR 750
Airtech, Fox, Lindemann, stock/Yosh exhaust, street parts, spares. $4,000. (415) 564-4194. CA. (105-06)

'87 CBR 600 Super Bike
Upside down GSXR, Fox, Lindemann, Wiseco, Yosh, flatslides, spare motor, more. $3,000. (415) 564-4194. CA. (105-06)

1993 KTM 300EXC very good condition $2,500/obo. (805) 581-5078. CA. (105-08)

Custom Made I.D. Kits & Decals
(708) 208-9289. IL. (205-08/P)

1981 Honda CBX
Perfect condition, never dropped. Low miles. $3,999 Honda Peninsula (408) 245-7840. CA. (205-06)

955 Ducati Superbike
Fresh motor, ready to race. All spares included. Ex Ferracci Picotte Superbike. $35,000/obo. Call Jason (805) 658-1848. CA. (105-06)

KTM Closeouts!!
'95 400 EXC $4,000, new 350LC4 Six Days bike $4,000, 50 SX $895. New special deals on '96 50SX, 50SXR, 360EXC, 300MXC. (800) 658-6213. Free shipping!!! AK. (205-12)

Kaw Yam Parts - 50% Off
20 year old dealership will sell all parts in stock for all Kaw and Yam products over 10 years old at half price. Please mention ad when you call. (800) 801-4386. CT. (105-06)

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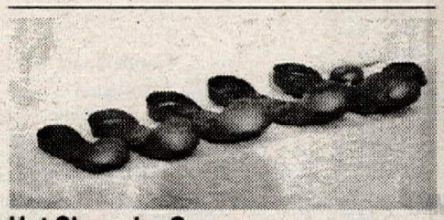

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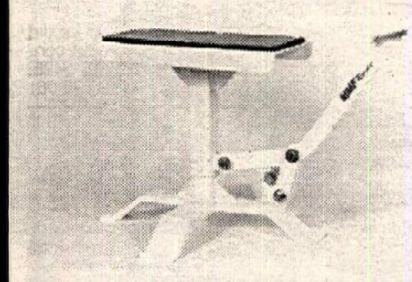

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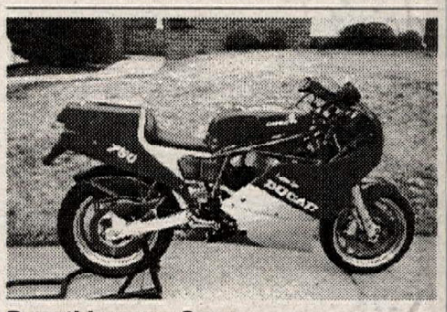

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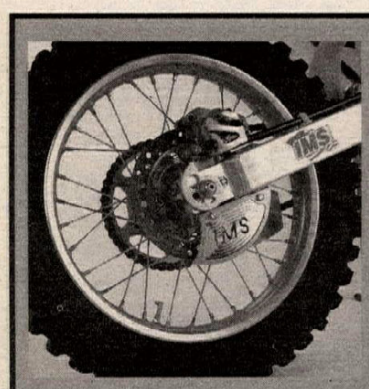
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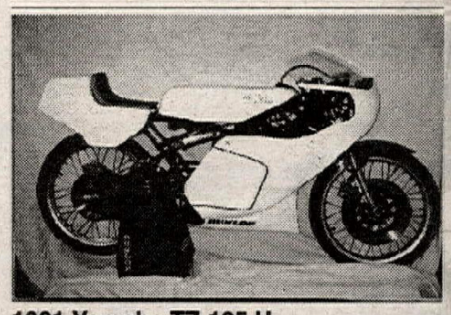

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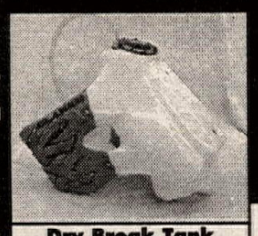

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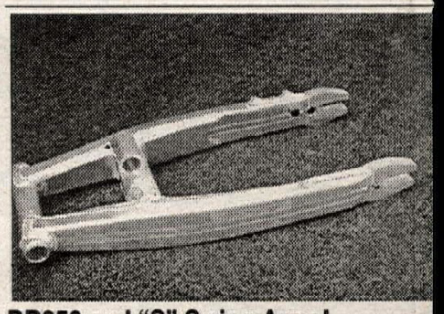

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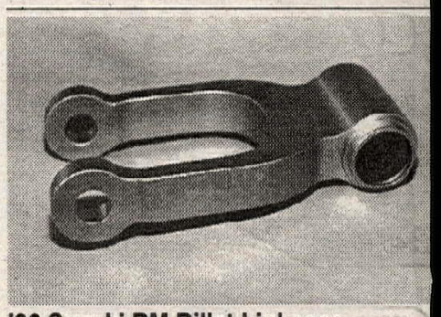

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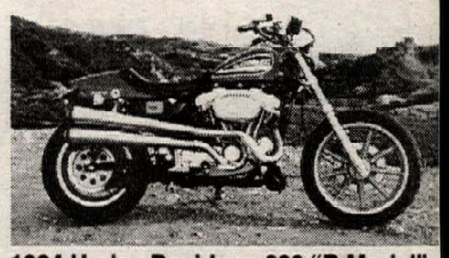

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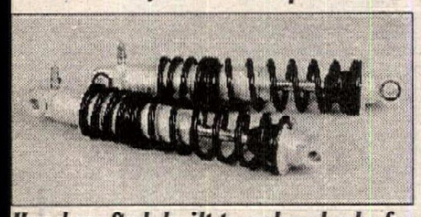

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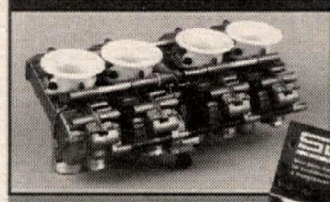

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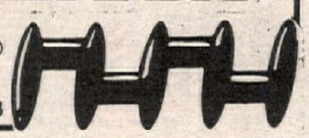

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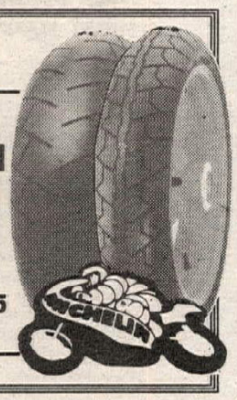

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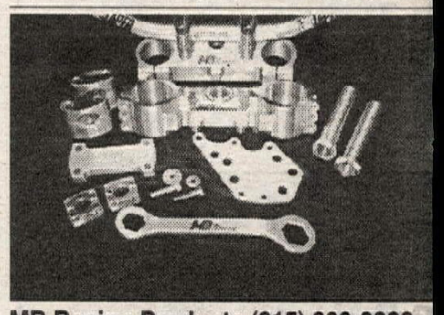

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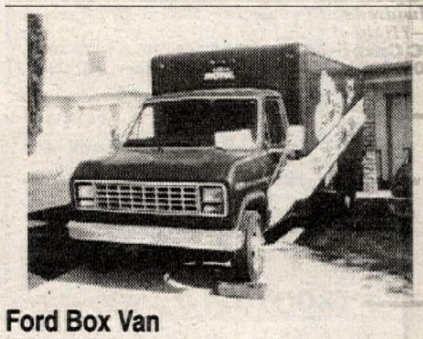

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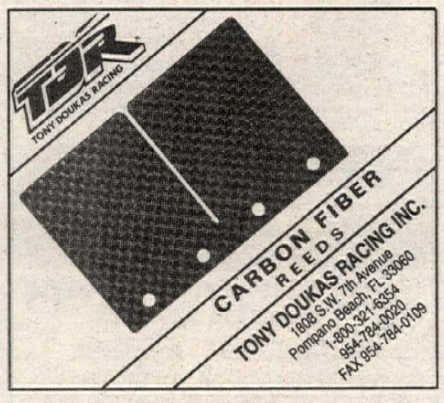

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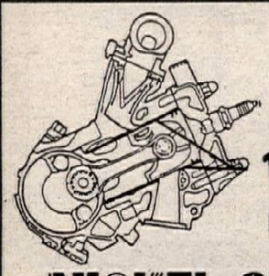

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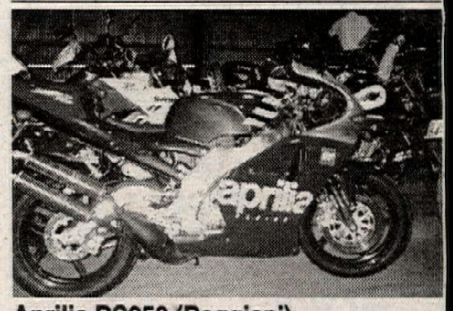

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A VIEW FROM THE FENCE

By Eric Johnson

ver pull up a seat, click on the TV and tune into a live NASCAR, Indy Car or Formula 1 automobile race? If o, you are like millions of other motorports enthusiasts across the U.S. who lepend on live television coverage to folow each and every major race. In recent ears, television has taken on a critical ole in the development and growth of rofessional motorsports.

What role does national TV coverage lay in the future of motocross and upercross? A very major one. In order or a young sport like supercross to prosper and grow, more comprehensive teleision coverage is of critical importance. elevision, without a doubt, is the feblood of motorsports. Why? Read on.

To help illustrate the importance of levision, one has to look no further than he incredible success story of NASCAR. During the '60s and '70s, NASCAR racing vas seen exclusively as a regional sport, oncentrated primarily in the southeast egion of the U.S. While the sport was hriving in this section of the country, it njoyed no more than a cult following in he other regions of America. TV coverge of the sport was a very rare phenomeon. But that would soon change. On ebruary 18, 1979, CBS television made he call to televise the entire Daytona 500 ive. It would prove to be the defining noment in the explosive growth of NASCAR. A large segment of the Ameriin population tuned in to watch the ace. And what a race it was. After 500 niles of sheet-metal-bending action, the ace concluded with a go-for-broke, lastap melee between Donnie Allison and Dale Yarborough. The two cars crashed ogether and slid onto the infield grass in smoking heap. The two drivers climbed rom the wreckage and started throwing unches at each other. Not to be left out, Bobby Allison (Donnie's brother), pulled is car into the infield and also started vailing on Yarborough. No one could elieve it. (I actually remember being 13 ears old and watching the conclusion of he race in awe.) The entire scene was arger than life. The race drew a massive udience rating and would win CBS an Emmy. From that day forward, NASCAR ecame a national phenomenon. The port, and the electronic age for live notorsports, had arrived.

While America may have had its first najor exposure to stock car racing on CBS, it was the new and thriving ESPN etwork that took the sport (and eventully all motorsports) to the next level. In 1981, ESPN was a burgeoning new cable network that televised sports 24 hours a day. Since the major networks (ABC, NBC and CBS) had bought up most of the major stick-and-ball broadcast rights, ESPN went looking elsewhere for sports to televise. Seeing the potential in NASCAR Winston Cup Racing, ESPN gobbled up a large number of races at bargain-basement prices. With a large number of NASCAR races being broadcast, fans were now able to follow the sport throughout the course of an entire season. The dreaded "Dukes of Hazzard" regional tag, so long the albatross of NASCAR, was now history.

Cable television brought the sport to the American people - no matter where they lived. It also brought motorsports coverage out of the dark ages as the production value of live race coverage became significantly more polished. The in-car camera was introduced (a major revolution in auto racing TV coverage) and lifestyle pieces were incorporated to augment the show. By explaining strategy and capturing the behind-the-scenes drama of professional motorsports, the networks were able to show that auto racing was not just a bunch of guys driving around in circles for three hours. ESPN blazed a trail for other networks to begin broadcasting auto racing (and eventually motorcycle racing). As NASCAR started to grow and expand, networks such as TNN, ABC, TBS and CBS gobbled up every race on the schedule to where now every single Winston Cup event enjoys live coverage.

What was of paramount importance to motorsports in general was the fact that the networks were now looking at televising other disciplines of motor racing. If NASCAR could pull such strong ratings and viewer loyalty, why couldn't other forms of motorized competition? Up until this point in history, motorsports coverage in the U.S. was generally reserved to sketchy, half-assed coverage on the network sports variety shows (for example, ABC's "Wide World of Sports" and NBC's "Sports World"). Even the Indy 500, covered on ABC for decades, did not receive live coverage until the early '80s (the race was always shown on a tape-delayed basis). The times were now a-changing. The major networks were now beginning to televise live Indy Car, NHRA Drag Racing, and Formula 1 races. Televised motorsports coverage was beginning to boom.

This revolution in motorsports coverage (particularly with ESPN) was also great for the sport of motocross and supercross. In years past, the only significant TV coverage the sport received was the infamous ABC Wide World of Sports annual broadcast of the Carlsbad 500cc U.S. GP. ESPN (with the help of the supercross promoter group) first began to televise the AMA Supercross Series in the form of half-hour programs (aired a few months after the events actually took place). It was the first time in the sport's young history that an entire series was being brought into the living rooms of America. Throughout the '90s, ESPN has continued to broadcast the AMA Supercross Series (albeit in the late-night/early-morning programming hours). While the individual programs consistently draw a relatively respectable ESPN viewing rating (in the area of a 0.5 to a 1.0 rating), there is still a lot of ground to cover if the sport is ever to gain a broadcast television audience anywhere near that of NASCAR or Indy Car racing.

To help put the aforementioned, all-important TV-rating scenario into perspective, in 1995 NASCAR Winston Cup, Busch Grand National and SuperTruck races were viewed by over 120 million people, drawing an average network rating of about 5.4. The PPG Indy Car World Series averaged a solid 2.8 network rating and was viewed by more than 56 million people. To show the magnitude of these numbers, one must look at how they are measured. A broadcast rating point is based on an overall viewing universe (how many TVs households are present in a given geographical area). Due to the fact that not all households in the U.S. receive cable TV (about 70 percent), viewership rating numbers for the cable networks (ESPN, TNN, TBS) and broadcast networks (CBS, ABC, NBC) are not "measured" equally. For instance, while a 1.0 rating on ESPN translates roughly to 750,000 homes, a 1.0 rating on one of the big three broadcast networks equals roughly 950,000 households. Got all that?

While these TV rating numbers may appear to be smoke and mirrors, voodoo math, they are of critical importance to both automobile and motorcycle racing. When a corporation decides to become involved in racing, it is primarily due to the fact that they want their brand name and corporate image to be brought into the homes of America via television exposure. When Tide, McDonald's, Valvoline, Budweiser or Spam decide to plaster their names across a NASCAR stocker, they are doing it exclusively for on-air promotion. To top-line the situation, a corporation sees massive TV rating numbers, quantifies the amount of exposure they can receive, sponsors a car, paints its name all over it (as large as possible!), and sends it out to do battle. The potential retail consumer, a race fan who follows the sport on a week-to-week basis, sees the car (and the honking corporate sponsor brand name) and makes a mental note. When it comes time to purchase a product or service at the local Ralph's Supermarket or Chief Auto Parts, the consumer remembers the car he or she watched on TV the day before and grabs *that* brand off the shelf. Pretty simple, eh? It works! It has been proven that NASCAR spectators are the most brand-loyal in all of professional sports (more so than NFL Football). TV, by all accounts, put NASCAR on the corporate boardroom map.

What does all of this have to do with supercross and motocross? A hell of a lot. If professional supercross and motocross ever expect to step out of the cave and into the bright light of big-time professional sports, it is imperative that the sport's power brokers attract a more comprehensive television package. Surprisingly, despite all of the political turmoil we have seen in recent years, that day may not be too far off.

Seals Communications, the television production company of the AMA Supercross and MX Series, has been doing a rock-solid job of producing excellent race coverage. The camera work, on-air commentary, graphics, behind-the-scenes features and rider profile pieces have all been first-rate. In fact, they have even experimented with new ideas such as the on-helmet camera which puts the TV viewer right smack (literally and figuratively) in the middle of things. As a result of Seals solid production work, the AMA and promoter group now cooperating with each other, and the sport experiencing a minor boom in popularity, ESPN 2 is planning to significantly upgrade their coverage of the AMA Supercross Series and National MX Series in 1996. While ESPN 2 is still a young and growing network (it has about half of the viewing audience of big brother ESPN), this significantly improved broadcast package is a very encouraging sign. Perhaps the biggest goal of all - live TV coverage - is not that far off. And if that is to happen, the sky is the limit. CN

LOOKING BACK...

5 YEARS AGO... FEBRUARY 23, 1971

t's not the size that counts, it's how you use it. **Wes Evans** ode a Bultaco 250 at he Matterhorn Hillimb at Southern California's Saddleack Park, and stole he Top Eliminator rophy from his 500 nd 650cc competition. **Kenny Grothe** topped the 125cc class by naking it 600 feet up the 650-foot hill... **Al Kenyon**, returning from his triumph t the Yamaha Silver Cup in New York City, and **Jim Odom**, still glowing from is National victory at the Houston Astrodome, faced off in San Francisco or the second short track racing round f the year, and fans eagerly awaited the utcome. The big winner on the day vas - **Kenny Roberts... Larry Pfutzenreuter** took the overall in the Checkpoint Motorcycle Club's Hare and Hound at Barstow, California. **Tom Poteet** had challenged briefly early in the race, but dropped out with a seized motor. Fifteen-year-old **Terry Clark** finished fourth overall on a Harley-Davidson 100 Baja.

15 YEARS AGO... FEBRUARY 18, 1981

Springing back into action at the first round of the AMA Grand National Championship in the Houston Astrodome, **Jay Springsteen**, pictured celebrating on the cover, won the 20-lap Short Track National. Springer was back in form after suffering health problems, saying, "I haven't felt this good in two years." In round two at the Astrodome the next day, Springer finished second to **Steve Eklund**... Hours after conceding defeat, **Larry Roeseler** and **Bruce Ogilvie** discovered that they had won the SCORE Parker 400. Throughout the race they had battled with **Chuck Miller** and **Jim Fishback**. Fishback finished ahead of Roeseler, but Roeseler and Ogilvie's official elapsed time was 30.10 seconds less than their rivals'... **Donnie Cantaloupi** took the 250cc Pro overall win at round six of the DG Golden State Series in Sacramento, California, but **Broc Glover** took the series title by means of a third-place finish. **Rex Staten** was runner-up on the day.

5 YEARS AGO... FEBRUARY 20, 1991

At the first-ever dirt track race run in Spain, **Steve Moorehead** wowed the fans at Barcelona's Palau Sant Jordi Olympic Stadium by taking the win in big-league, broad-sliding American style. **Jordi Arcarons** was second, ahead of **Alberto Puig**... After leading for the first 14 laps of round five of the AMA Camel Supercross Series in San Diego, California, **Jeff Stanton** had an unscheduled rendezvous with a hay bale, giving the point position to Frenchman **Jean-Michel Bayle**. Bayle went on to win his third event of the series, putting him one race ahead of the defending champion... **John Dowd** wrapped up the 250cc Pro championship at the final round of the Florida Winter AMA Motocross Series in Gainesville, scoring a double moto win for his first overall of the series. **Barry Carsten** rode a bit more conservatively in the 125cc Pro class, finishing fourth in the event to claim the series title in that division. CN

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FEBRUARY 1996 SCHEDULE ON ESPN2

Original Show Telecast				Repeat Telecast		
EASTERN TIME						
Friday	2/2	11:00-11:30pm	&	Saturday	2/3	10:30-11:00am
				Tuesday	2/6	2:30-3:00am
Saturday	2/10	10:30-11:00am	&	Saturday	2/10	11:00-11:30pm
Saturday	2/17	11:00-11:30am	&	Saturday	2/17	6:30-7:00pm
				Tuesday	2/20	3:30-4:00am
Friday	2/23	10:30-11:00 pm	&	Saturday	2/24	11:00-11:30am
				Tuesday	2/27	3:00-3:30am
Thursday	2/29	10:00-10:30pm	&	Saturday	3/2	11:00-11:30am
PACIFIC TIME						
Friday	2/2	8:00-8:30pm	&	Saturday	2/3	7:30-8:00am
				Tuesday	2/6	11:30-12:00am
Saturday	2/10	7:30-8:00am	&	Saturday	2/10	8:00-8:30pm
Saturday	2/17	8:00-8:30am	&	Saturday	2/17	3:30-4:00pm
				Tuesday	2/20	12:30-1:00am
Friday	2/23	7:30-8:00pm	&	Saturday	2/24	8:00-8:30am
				Tuesday	2/27	12:00-12:30am
Thursday	2/29	7:00-7:30pm	&	Saturday	3/2	8:00-8:30am

New year, new network, new time – same great show. Join MotoWorld on ESPN2 for a jam-packed half hour of exciting race action from the world of motorcycling.

Crash the gates with the AMA Supercross Series, lean into Arenacross, and catch the start of the Off-road season.

Then ease back to enjoy the long and winding road to Daytona with LeRoy Powell and Brian Drebber. These two feature reporters will show you where to stop, and where to pour on the gas, in motorcycling's annual pilgrimage to the city of sin and sun.

This and more in February!

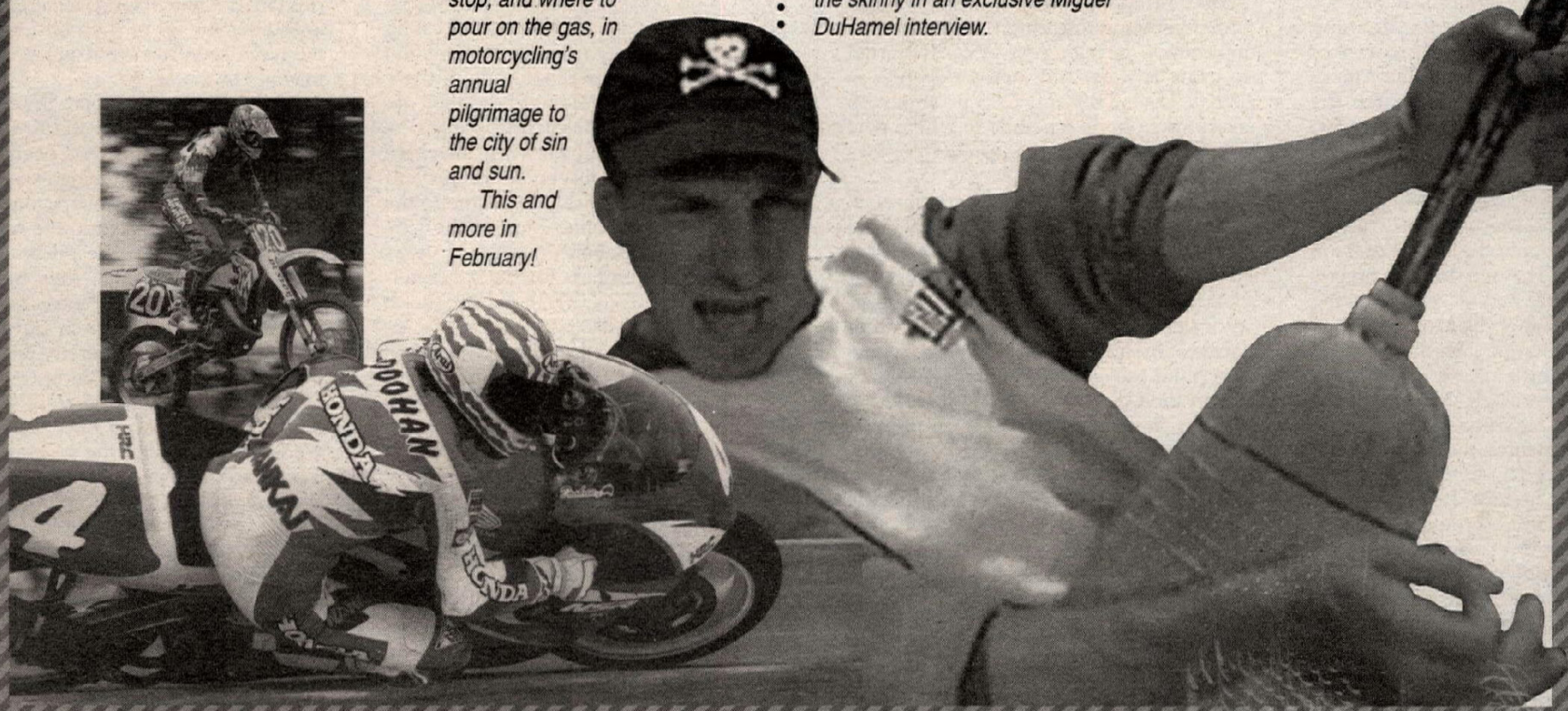
The day he rode into town it was like a black cloud moving in to block the sun – he was "Renegade," and his hair was perfect.

That's right! Mr. Bernardo pairs up with the oft misunderstood, nomadic bad boy of late-night television – Lorenzo Lamas.

But that's not all! Join Jerry at the Anaheim Supercross to reminisce wild times in the off-season with National Enduro Champ Ty Davis, and sit down for the skinny in an exclusive Miguel DuHamel interview.

FEBRUARY 1996 SCHEDULE ON ESPN2

Original Show Telecast				Repeat Telecast		
EASTERN TIME						
Sunday	2/11	12:30-1:00am	&	Monday	2/12	3:30-4:00am
Sunday	2/25	4:00-4:30pm	&	Monday	2/26	3:00-3:30am
PACIFIC TIME						
Sunday	2/11	12:30-1:00pm	&	Monday	2/12	12:30-1:00am
Sunday	2/25	1:00-1:30pm	&	Monday	2/26	12:00-12:30am



U.S. Supercross Series

1996 SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME	
Anaheim, CA	Sun 2/4	4:00-6:00pm	&	Sun 2/4	1:00-3:00pm
Seattle, WA	Sun 2/11	11:30-1:30pm	&	Sun 2/11	8:30-10:30am
San Diego,CA	Sun 2/18	3:00-5:00pm	&	Sun 2/18	12:00-2:00pm

1996 REPEAT SCHEDULE ON ESPN2

Anaheim, CA	Wed 2/7	12:00-2:00pm	&	Tues 2/6	9:00-11:00pm
Seattle, WA	Tues 2/20	3:00-5:00pm	&	Tues 2/20	12:00-2:00pm
San Diego,CA	Wed 2/21	10:30-12:30am	&	Wed 2/21	7:30-9:30pm

AMA Motocross Series

1996 SCHEDULE ON ESPN2

EASTERN TIME · PACIFIC TIME

Beginning in March

World Grand Prix Series

1996 SCHEDULE ON ESPN2

EASTERN TIME · PACIFIC TIME

Beginning in April

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